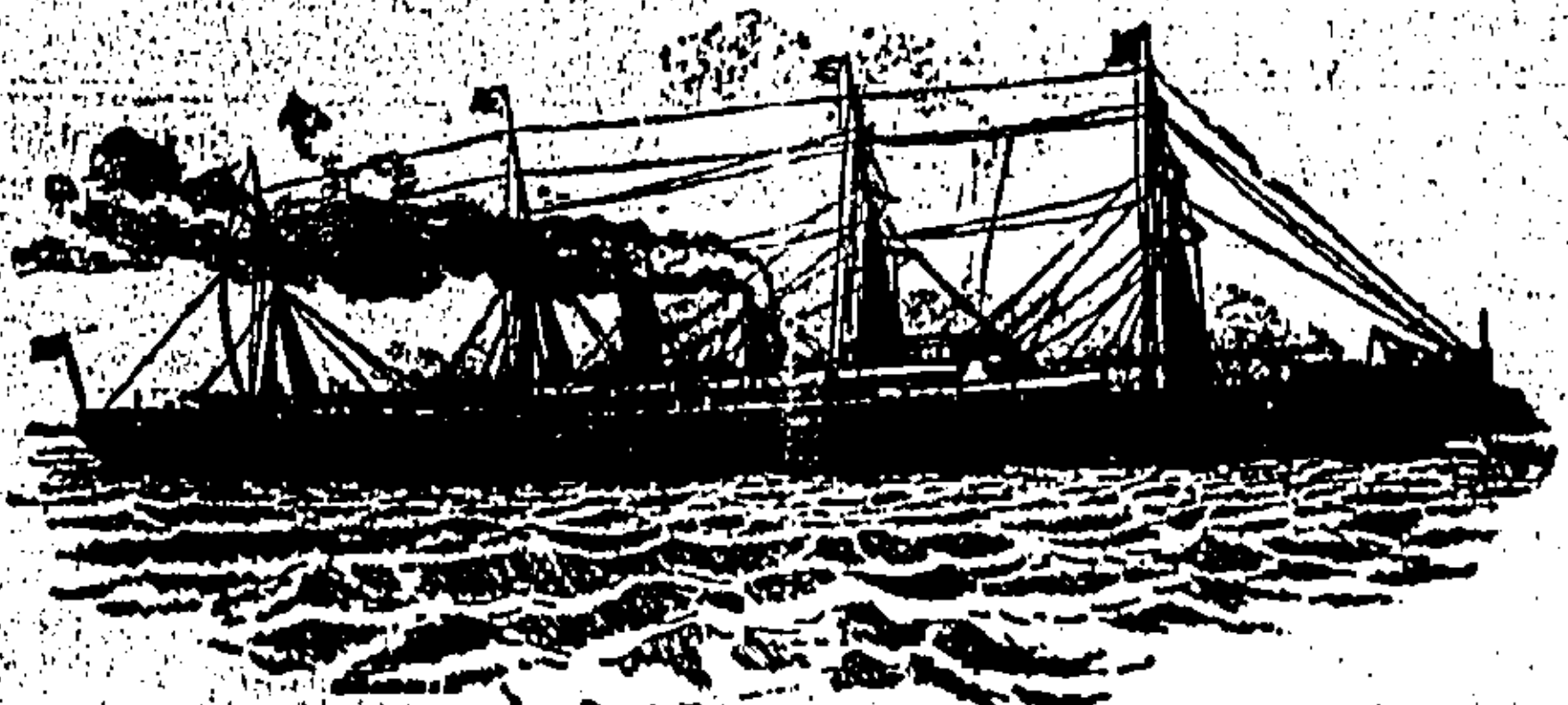






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"MONGOLIA"	13,639 Gross Tons...	SATURDAY, 3rd September, at Noon.
"CHINA"	5,000 "	THURSDAY, 15th September, at Noon.
"DORIA"	4,784 "	TUESDAY, 27th September, at Noon.
"MANOHUUA"	"	SATURDAY, 8th October, at Daylight.
"KOREA"	11,276 "	TUESDAY, 1st November, at Noon.
"GALLIE"	4,295 "	THURSDAY, 10th November, at Noon.
"COPTIC"	4,352 "	"
"AMERICA MARU"	6,300 "	"

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P.M. Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 3rd September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

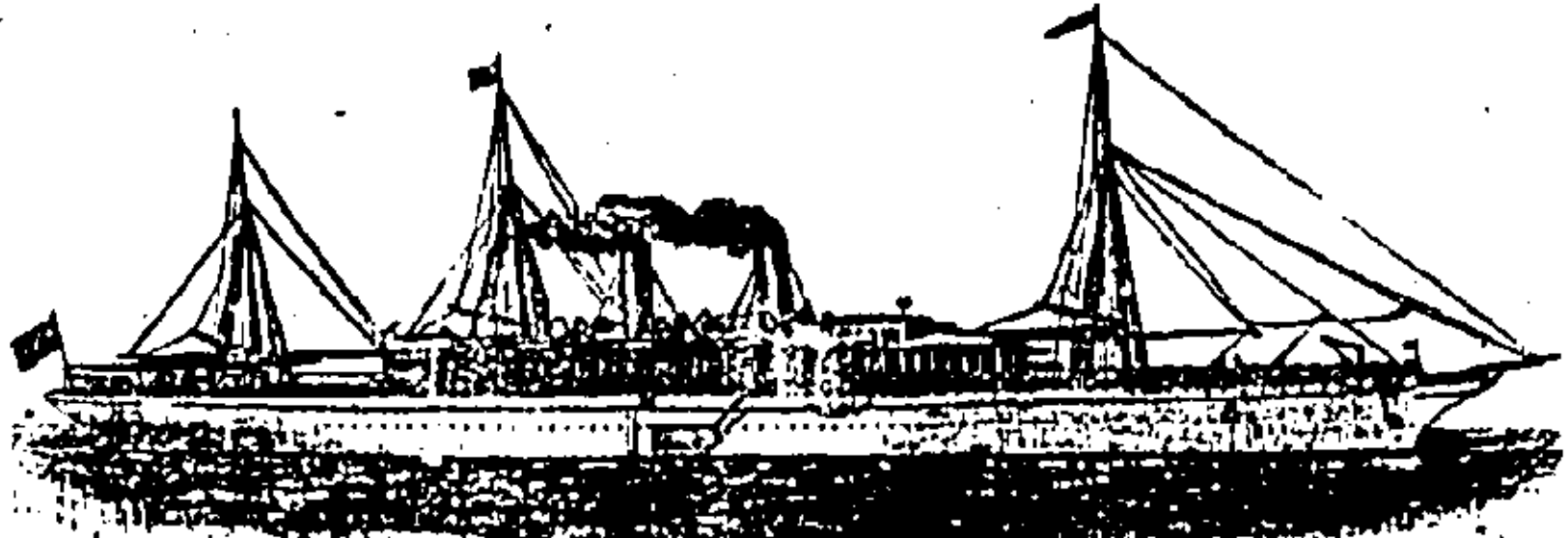
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-boards throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 30th August, 1904.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Two Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 21st September.
"ATHENIAN"	2,440 "	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 19th October.
"TARTAR"	4,435 "	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 16th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 14th December.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.  
Hongkong to London, Intermediate on

Steamers, and 1st Class Rail £40. " £42.  
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

Hongkong, 24th August, 1904.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ANDALUSIA	HAVRE and HAMBURG. (Calling at SPAIN, PENANG & COLOMBO.)	11th Sept. } Freight.
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at SPAIN, PENANG & COLOMBO.)	20th Sept. } Freight.
SCANDIA (ex KONIGSBERG)	HAVRE and HAMBURG. (Calling at SPAIN, PENANG & COLOMBO.)	3rd October. } Freight and Passengers.
SUEVIA	HAVRE and HAMBURG. (Calling at SPAIN, PENANG & COLOMBO.)	18th October. } Freight.
BRISGAVIA	HAVRE and HAMBURG. (Calling at SPAIN, PENANG & COLOMBO.)	1st Nov. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1 Queen's Buildings.

Hongkong, 30th August, 1904.

## GO TO THE

KOWLOON HOTEL,  
KOWLOON.

(3)

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" 2,361 tons, Captain R. D. Thomas.  
" "POWAN" 2,338 " G. F. Morrison, M.M.R.  
" "FATSHAN" 2,300 " W. A. Valentine.  
" "HANKOW" 2,073 " B. Branch.  
" "KINSHAN" 2,060 " J. J. Lossius.  
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5:30 P.M. and 9 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M., 2:30 P.M. and 5:30 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,993 tons, Captain H. D. Jones.  
Departures from Hongkong to Macao on week days at about 2 P.M.  
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.  
Departures on Sundays at Noon.  
Departures from Macao to Hongkong daily at 7:30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,190 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

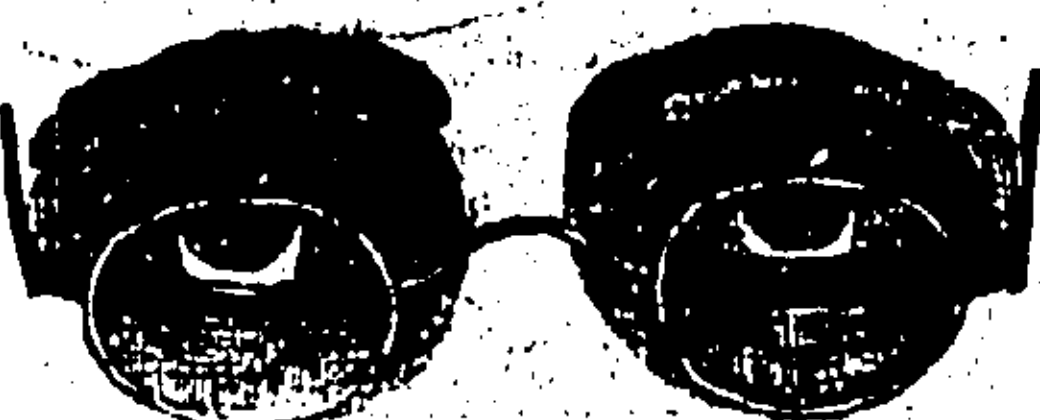
JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain J. Willox.  
" "NANNING" 500 " C. Burchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 13th June, 1904.

## Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES  
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,  
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper  
Glasses to Correct and Cure.  
Prescription lenses ground on the premises. All work guaranteed.  
Sun Glasses are restful and give the effect of coolness.  
Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager. [674]

## F. BLACKHEAD &amp; CO.

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS,  
16, DES VOUX ROAD CENTRAL,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HANI  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CEMENT  
and  
P. & O. SPECIAL LIQUEUR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES  
Hongkong, 15th December, 1903. [804]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS  
AND WATCHMAKERS.

EASTMAN'S  
KODAKS AND FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.  
40, QUEEN'S ROAD,  
Watson's Building.

30

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, 111  
Ice House Road.

[3 now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.

GROUPS AND VIEWS  
a specialty.  
Telephone 12nd Street 1903. [784]

THE HONGKONG  
STUDIO,  
HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING  
and COPYING in all Sizes.  
LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.  
PRICE VERY MODERATE.  
Hongkong, 15th September, 1903. [1]

ROYAL AERATED WATERS  
MANUFACTORY.

PRODUCE the highest Class AERATED  
WATERS in the Far East on account of  
their High Class Machinery and also of the  
superior ingredients they use in the manufacture  
of their goods, and the cleanliness, &c., are all  
under strict supervision of Europeans only.

REPORT OF AN EXPERT.  
The representative of Messrs. BRATBY and  
HINCHLIFE, LIMITED, Aerated Water  
Engineers and Chemists, Manchester, visited  
our factory recently in the course of a tour  
amongst Eastern Aerated Water Makers, and  
was greatly surprised at the compactness of our  
factory and also the methodical way in which  
everything pertaining to the making of Aerated  
Waters was carried out. He also expressed him-  
self strongly on the absolute cleanliness of our  
whole establishment, which he assured us was  
equal to any he had yet visited and superior  
to a great many. He also reported that the  
quality of our goods was of a first class nature,  
and they showed that scrupulous care was  
exercised in the course of their manufacture.

Order Books and Price List. Please apply to  
FACTORY and OFFICE, West Point, Tel. 367.  
Depot, Ice House Street. Tel. 374.  
Dr. V. DANENBERG & F. P. DANENBERG,  
General Managers.

Hongkong, 30th May, 1904. [677]

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 80.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 508; General, No. 378.  
Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).  
Yokohama, May 11th, 1903. [595]

GO TO  
CHAZALON & CO.  
FOR  
BLACK and WHITE.

— PRICES —  
BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.  
ROYAL HOUSEHOLD \$20.50 per Case.  
Hongkong, 24th August, 1904. [707]

## Hotels.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the  
MANAGER.

Hongkong, 2nd July, 1900. [13]

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.  
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902. [29]

KING EDWARD  
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 21st October 1903. [637]

OCCIDENTAL  
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

## THE RAMSGATE OF HONGKONG.

## METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road.  
Trams pass the doors every few minutes.

The only House on the Road.  
The popular resort of the Colony, occupying a charming seaside situation and command-  
ing the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.  
Good Sea Bathing.

Refreshments served of the first quality only.  
Private Tiffin and Dinners, prepared in first-class style on the shortest notice.  
Dinner Parties and Picnics catered for.

JAS. CHRISTIE,  
Proprietor and Manager.

Hongkong, 15th August, 1904. [86]



## Entertainment.

**HONGKONG VOLUNTEER CORPS.**  
**PROMENADE CONCERT**  
 will be held at  
 VOLUNTEER HEADQUARTERS,  
 on  
**FRIDAY, September 2nd, at 9 P.M.**  
 Tickets ... \$1 and \$1  
 May be obtained from Messrs. Kelly & Walsh  
 or Volunteer Headquarters.

Tickets already purchased for August 27th  
 hold good for this date.  
 Hongkong, 29th August, 1904. [983]

## Auctions.

## PUBLIC AUCTION.

THE Undersigned has received instructions  
 to Sell by  
**PUBLIC AUCTION,**  
 on  
**SATURDAY,**  
 the 3rd Sept., 1904, commencing at 2.30 P.M.,  
 at his  
**SALES ROOMS, DUNDRELL STREET,**  
 A FINE COLLECTION  
 of  
**JAPANESE CURIOS,**  
 comprising—

HANDSOME SATSUMA WARE  
 (BOWLS, VASES, INCENSE BURNERS,  
 &c.), VERY FINE SILVER CLOISONNES,  
 FINE KUTANI TEASETS, DAMASCENE  
 CIGARETTE CASES, CUT VELVET PIC-  
 TURES and WALL HANGINGS, SILK  
 EMBROIDERED SCREENS, BED-  
 COVERS, HANGINGS and D'OLYIES, and  
 a variety of other Curios.

TERMS:—As Customary.  
 Catalogues will be issued.  
 On view from FRIDAY, the 2nd September.

**GEO. P. LAMBERT,**  
 Auctioneer.  
 Hongkong, 27th August, 1904. [978]

## GOVERNMENT NOTIFICATION.

**PARTICULARS AND CONDITIONS**  
 of the letting by Public Auction Sale, to be  
 held on MONDAY, the 5th day of September,  
 1904, at 3 P.M., at the Offices of the Public  
 Works Department, by Order of His Excellency  
 the Governor, of One Lot of CROWN  
 LAND, at Tsat Tsz Mui, in the Colony of  
 Hongkong, for a term of 75 years, with the  
 option of renewal at a CROWN RENT to be  
 fixed by the Surveyor of His Majesty the  
 KING, for one further term of 75 years.

No. of Sale	Regulatory No.	LOCALITY.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1	103	Inland Lot No. 103, near Sh. Sh. Road, Kowloon.	175 ft. by 135 ft. 6 in.	17,575	142	\$3,303

Hongkong, 27th August, 1904. [975]

## GOVERNMENT NOTIFICATION.

**PARTICULARS AND CONDITIONS**  
 of the letting by Public Auction Sale, to be  
 held on MONDAY, the 5th day of September,  
 1904, at 3 P.M., at the Offices of the Public  
 Works Department, by Order of His Excellency  
 the Governor, of One Lot of CROWN LAND  
 at Austin Road, Kowloon, in the Colony of  
 Hongkong, for a term of 75 years, commencing  
 from 14th day of March, 1904, with the option  
 of renewal at a CROWN RENT to be fixed  
 by the Surveyor of His Majesty the KING,  
 for one further term of 75 years.

No. of Sale	Regulatory No.	LOCALITY.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1	103	Inland Lot No. 103, near Sh. Sh. Road, Kowloon.	175 ft. by 135 ft. 6 in.	17,575	142	\$3,303

Hongkong, 27th August, 1904. [976]

## For Sale.

## FOR SALE.

**ONE ICE-MAKING MACHINE** with  
 GAS ENGINE complete.  
 For full Particulars, apply to  
**HUGHES & HOUGH,**  
 8, Des Vaux Road,  
 Hongkong, 27th June, 1904. [760]

## FOR SALE.

**INCANDESCENT**  
 Gasoline Lamps of all  
 descriptions from the best  
 makers.  
 Incandescent  
 Mantles,  
 Globes, Shades,  
 &c., for  
 Gasoline and  
 Gas Lamps at the most  
 moderate prices.  
 Lamps fixed  
 up for Buyers  
 free of charge.  
 Naptha of the  
 best kind  
 kept in stock.  
**TAI KWONG CO.,**  
 56, Lyndhurst Terrace,  
 Hongkong, 17th November, 1903. [95]

## Intimations.

**THE HONGKONG & KOWLOON WHARF  
 AND GODOWN CO., LD.**

**NOTICE** is hereby given that an EXTRA-  
 ORDINARY GENERAL MEETING  
 of the Hongkong and Kowloon Wharf and  
 Godown Company, Limited, will be held at  
 Messrs. Jardine, Matheson & Co.'s Office,  
 Pedder Street, Victoria, Hongkong, TO-  
 MORROW, the 31st day of August, 1904, at  
 12.15 o'clock in the afternoon, when the sub-  
 joined Resolutions will be proposed:

Should the said Resolutions be passed by the  
 required majority they will be submitted for  
 confirmation as special Resolutions to a second  
 Extraordinary meeting, which will be subse-  
 quently convened.

1. That the Capital of the Company be in-  
 creased from \$1,500,000 to \$2,000,000 by  
 the creation of 10,000 new shares of \$50  
 each.
2. That such new shares be issued at a pre-  
 mium of \$50 per share and be offered to  
 the persons who are registered as Share-  
 holders of the Company on 1st October,  
 1904, in the proportion of one new share  
 for every complete three shares held by  
 them on 1st October, 1904.
3. That the amount due for the new shares  
 be called up on 31st December, 1904.

Dated the 30th August, 1904.  
 By Order of the Board,  
**EDWARD OSBORNE,**  
 Secretary.

2331  
**THE HONGKONG & KOWLOON WHARF  
 AND GODOWN CO., LD.**

## NOTICE TO SHAREHOLDERS.

**AN INTERIM DIVIDEND** at the rate of  
 5 per cent. (Two Dollars and a Half per  
 Share) for the Six Months ending 30th June,  
 1904, will be paid on application to those  
 Persons who are Registered as Shareholders  
 in the above Company on the 31st August, 1904.  
 The TRANSFER BOOKS of the Company  
 will be CLOSED from the 28th to 31st  
 August, both days inclusive.

**EDWARD OSBORNE,**  
 Secretary.  
 Hongkong, 25th August, 1904. [969]

## A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

**PURSUANT** to Resolution the General  
 Managers of A. S. WATSON & Company,  
 Limited, hereby invite applications from the  
 Shareholders of the Company for the issue of  
 30,000 new shares of \$10 each at a Premium of  
 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day  
 of September, 1904, applying for the New Issue  
 will be entitled to one share for every two shares  
 registered in his name. Shares not applied for  
 by those entitled to apply will be dealt with by  
 the General Managers in accordance with  
 Article 40 of the Company's Articles of  
 Association.

Applications for Shares in the New Issue will  
 be received by the Hongkong and Shanghai  
 Banking Corporation in Hongkong from the  
 28th September, 1904, to the 30th September,  
 1904, both days inclusive, and the whole amount  
 of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company  
 will be CLOSED from the 28th September,  
 1904, to the 30th October, 1904, both days  
 inclusive.

The present paid-up Capital of the Company  
 is \$600,000, divided into 60,000 shares of \$10  
 each, and the New Issue is required to increase  
 the Capital of the Company to \$900,000 divided  
 into 90,000 shares of \$10 each.

The whole of the premium received from the  
 New Issue will be placed to the Credit of the  
 Permanent Reserve Fund.

The New Issue will rank for Dividend for the  
 three months ending 31st December, 1904, pay-  
 able in May, 1905.

Forms of application for the New Issue can  
 be obtained at the Company's Offices in Alex-  
 andra Buildings or at the Hongkong and  
 Shanghai Banking Corporation in Hongkong,  
 Shanghai, and London.

**JOHN D. HUMPHREYS & SON,**  
 General Managers.  
 Hongkong, 22nd June, 1904. [754]

## GOVERNMENT OF BRITISH NORTH BORNEO.

## GOVERNMENT OF LABUAN.

## REVENUE FARMS FOR 1905, 1906, 1907.

**TENDERS** will be received by the SECRE-  
 TARY to the GOVERNOR, Sandakan, on  
 or before the 15th November, 1904, for the  
 following REVENUE FARMS, for the year 1905,  
 or for the three years 1905, 1906, 1907:—

## SPIRIT LICENSE FARMS.

## PAWN BROKING FARMS.

## GAMBLING RESTRICTION FARMS

(North Borneo only).  
 For Particulars, apply to—  
 Messrs. GIBB, LIVINGSTON & Co.,  
 Hongkong.

## BRITISH NORTH BORNEO.

## CUSTOMS FARM 1905.

**TENDERS** are invited up to 12 Noon, 15th  
 November, 1904, for the CUSTOMS FARM,  
 including the sole right to collect all Import  
 and Export duties payable to Government, ex-  
 clusive of Import duties on WINES, BEER and  
 SPIRITUOUS LIQUORS, which are farmed  
 separately, and Export duty on ESTATE  
 TOBACCO, TIMBER, COAL, MINERALS, CUTCH  
 and manufactured products for the year 1905.

Tenders may be for the whole territory (ex-  
 clusive of Province Clarke) extending from  
 Sepitong river in Padan Bay on the West  
 Coast, to Brurubuk Point, Sibuko Bay, on the  
 East Coast, including all bays, rivers and is-  
 lands within the State, or for each separate  
 district.

Each tender should state the monthly rent  
 tendered.

This Farm is subject to the Laws and Re-  
 gulations now in force or to any Laws or Re-  
 gulations which may from time to time be  
 enacted or issued by Government.

Any further information on the subject may  
 be obtained from Messrs. GIBB, LIVING-  
 STON & Co., Hongkong; the Finance Com-  
 missioner, Sandakan; or from the Presidents  
 or Officers-in-charge of the different districts  
 or stations.

Tenders should be sealed and addressed to  
 the Secretary to the Acting Governor of British  
 North Borneo.

Every tender must state the nature of the  
 security to be offered and which must be partly  
 in cash to be deposited in an approved Bank  
 or partly in land and house property.

The Government does not bind itself to  
 accept the highest or any tender.  
 August 25th, 1904. [970]

## THE DIET FOR HOT CLIMATES.

The food question in warm countries, remarks  
 the Literary Digest, is very important, espe-  
 cially Americans and Europeans, whom the mor-  
 tality is generally excessive. Reynaud, profes-  
 sor of hygiene in the French Colonial Institute,  
 has carefully studied the foods voluntarily  
 selected by European colonists and natives  
 respectively with a view to throwing some light  
 on this question. The Revue Scientifique thus  
 details his results and conclusions:

"In cold countries the substances absorbed  
 in the largest quantities are fats. One  
 gram of fat produces by combustion a little  
 over nine calories (heat-units), whereas albumin  
 or carbohydrate produces only four calories to  
 the gram. Thus, having to struggle against  
 intense cold, men tend to absorb the foods that  
 will produce the most heat. In hot countries,  
 on the other hand, the equilibrium of tempera-  
 ture often needs to be established in the op-  
 posite direction; the organism strives against  
 its environment to prevent excess of heat—  
 both passively, by avoiding all internal causes  
 of heat, such as work or difficulty of digestion;  
 and also by perspiring. Thus the desiderata  
 may be easily deduced. We must, evidently  
 have energy, for no matter in which  
 direction the struggle for equilibrium takes  
 place, there are both action and waste in the  
 organism; but inconspicuously less heating power  
 is needed than when we have cold to overcome.

Fat must, therefore, play a small part in the  
 food, because it yields too many heat-units in  
 combustion, because it is hard to digest, and  
 thus tends to raise temperature, and, finally,  
 because its energy is less rapidly usable than  
 that of the carbohydrates.

Albumin is necessary, as is well known  
 and for preserving the integrity of the  
 tissues a minimum quantity of albumin is  
 indispensable. This appears to be much  
 smaller with the natives of hot countries than  
 with Europeans.

"In any case, it is incontestable that albu-  
 menoids in too great quantities would be dan-  
 gerous from their toxic products of decomposi-  
 tion, which in a sedentary life may pass into  
 the organism and fatigue the liver, which is so  
 often attacked in hot countries.

"Carbohydrates are thus the best foods, but  
 they are inconvenient because of the great  
 volume of the alimentary mass and the abun-  
 dance of the waste products. This inconveni-  
 ence may be lessened by the use of sugar,  
 which is a carbohydrate that is practically pure,  
 because it is crystallized. M. Reynaud believes  
 that it also has some objectionable features, but  
 this is far from being demonstrated.

"The working ration can not be treated  
 apart from the mere living ration, as it can in  
 other regions. In hot countries, in fact, there  
 is no reserve, and work brings about at once,  
 with perspiration, enormous losses of heat.

"The natives who get along very well with  
 rations that are poor in albumin when they are  
 idle, fall at once into a state of lassitude when  
 they work, and easily contract diverse diseases.  
 There is a very great disproportion in hot  
 countries between the working ration and the  
 living ration. Without increasing the fat,  
 which is utilized with difficulty by the organism  
 and is hard to digest in these regions, it is  
 necessary to increase the carbohydrates con-  
 siderably, and especially the albumin. The  
 minimum of indispensable albumin is much  
 greater when, in spite of the work, it is desired  
 to preserve the weight.

"It is useful, in order to preserve digestibil-  
 ity—a very important factor that is too often  
 neglected in theoretical calculations—to give a  
 varied alimentation, with fresh vegetables and  
 fruits as much milk as possible, and few  
 alcoholic drinks. Much liquid must be taken  
 to keep up the osmotic equilibrium lost by  
 the intense evaporation. Much water is lost  
 by transpiration, which it is evidently neces-  
 sary to drink also to facilitate diuresis, which is  
 often lessened by perspiration."

## ENGLISH TURF SCANDAL.

## MR. L. DE ROTHSCHILD'S PROTEST.

## BOYCOTT OF HANDICAPS.

The Daily Mail of the 19th ultimo says:—  
 There is a sort of revolution breaking out on  
 the turf. Stated simply and plainly, it is a  
 protest against the unchecked operations of  
 what, for politeness sake, is termed the  
 "clever" division.

It is well known that for a considerable time  
 now dissatisfaction has prevailed with regard  
 to certain stables, their methods, stratagems,  
 and in particular the handicapping of their  
 horses. This dissatisfaction has gone on  
 increasing until it has reached a depth and an  
 intensity which, in the judgment of all upright  
 and honourable supporters of racing, can no  
 longer be ignored by the Jockey Club stewards  
 without irreparable damage being done to the  
 Turf as an institution. It is causing the  
 straight running owner to reflect and ask him-  
 self whether a game in which he stands such an  
 unequal chance is worth the candle.

An owner of the highest integrity and one of  
 the best-respected and most popular among the  
 hundreds of men who run horses—Mr. Leopold  
 de Rothschild, in fact, whose St. Amant won  
 this year's Derby—is credited with the intention  
 of holding himself aloof from handicaps in  
 future and confining his racing to weight-for-  
 age events.

This, if true, which appears to be the case,  
 implies a severe censure on the executive of the  
 Jockey Club and their auxiliaries, the honorary  
 stewards. That Mr. de Rothschild or any  
 enthusiast like him, following the sport for  
 sport's sake, should be driven out of handicaps  
 by the manoeuvres of the ultra clever people  
 points to the existence of grave evils.

## HONEST OWNERS PENALIZED.

Honesty is a virtue, says the proverb, and  
 virtue is its own reward. These are beautiful  
 sentiments, but they do not always apply to  
 racing. A straight running owner, indeed, is  
 more often than not indirectly punished for  
 being honest. He thoroughly exposes his  
 horses, with the result that they are constant-  
 ly weighted up to their best form. It is diffi-

cult with the skillfully managed "qualifier."  
 He pursues his inglorious career until such  
 time as the "wirepuller" have got the handi-  
 capper to dance to the desired tune. Then the  
 money is put down often in thousands, public  
 form is flouted by the carefully "readied" good  
 thing sailing home, the "all-right" is called,  
 settlement takes place in due course, and  
 another scandal goes unrebuked on the records.  
 It is no exaggeration to say that the perform-  
 ances of many big handicapped winners during  
 the past seven years called loudly for investiga-  
 tion. And quite a considerable percentage of  
 these winners emanated from a limited circle of  
 stables and those of a type peculiar to modern  
 racing, which before long promises to be  
 almost entirely in the hands of so-called  
 amateurs.

Mr. de Rothschild has been mentioned as  
 likely to cut himself adrift from handicaps.  
 One or two other prominent men are  
 relinquishing the sport altogether, at any rate  
 temporarily, and though it is possible that  
 they may be influenced by other motives than  
 disgust at the trickery which is so rampant,  
 their retirement is none the less regrettable.  
 One of these owners is the Border Baronet, Sir  
 R. Waldegrave.

## SOME ROYAL LUNATICS.

Empress Charlotte of Mexico, who is likewise  
 an Archduchess of Austria, became violently  
 insane during the course of an audience with  
 Pope Pius IX. at the Vatican in 1867, and she  
 has never recovered her reason. She has been  
 confined ever since at the Chateau de Bouchot,  
 near Brussels, under the guardianship of her  
 brother, King Leopold. The latter's eldest  
 daughter, married to Prince Philip of Coburg,  
 is likewise a captive in the sanitarium of Dr.  
 Pierson at Lindenberg, near Dresden. The  
 reigning Prince of Lippe has been confined  
 several years prior to his accession to the  
 throne in the asylum for the insane at St.  
 Gilgenberg, near Ansbach. Then there is  
 Peter of Coburg, grandson of the last Emperor  
 of Brazil, and for a time heir apparent to the  
 Brazilian throne, who has been strictly confined  
 for the last fifteen years in the celebrated  
 asylum at Doehling, near Vienna, ever since,  
 in 1869, he was seized at the Coburg Palace in  
 Vienna by an attack of homicidal mania,  
 being only captured after the assistance of the  
 fire department had been invoked. Nor should  
 the reigning Prince of Reuss-Griz be omitted  
 from this list. For he, too, is under restraint  
 as an incurable lunatic. But perhaps the most  
 notable instance is Otto, the insane King of  
 Bavaria, whose deposition has recently been  
 suggested.

## COMMERCIAL.

## TODAY'S EXCHANGE.

Selling.	
London—Bank T.T.	9 9/16
Do. demand	9 1/8
Do. 4 months' sight	9 13/16
France—Bank T.T.	256 1/2
America—Bank T.T.	43 1/2
Germany—Bank T.T.	1 53/64
India T.T.	134 1/2
Do. demand	134 1/2
Shanghai—Bank T.T.	7 1/4
Japan—Bank T.T.	88 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	108 1/2

Buying.	
4 months' sight L/C.	1/9 15/16
6 months' sight L/C.	1/10 1/16
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	1/10 3/16
4 months' sight France	2 3/16
6 months' sight "	2 3/16
4 months' sight Germany	1 88 1/2
Bar Silver	26 1/2
Bank of England rate	3 1/2

## OPUM QUOTATIONS.

Today's quotations are as follows:—	Per Cwt.
Malwa New	@ 1,000/1,070
" Old	@ 1,130/1,200
" Older	@ 1,300/1,300
" Oldest	@ 1,300/1,350
Patna New	@ 1,180
Bombay New	@ 1,140
Persian "Pinner"	@ 860/937

## Intimations.

**GREEN ISLAND CEMENT COMPANY,  
 LIMITED.**

## PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5 per Cask ex Factory.  
 In Bags of 45 lbs. net \$5 per Bag ex Factory.

**SHEWAN, TOMES & Co.,**  
 General Managers.  
 Hongkong, 1st August, 1904. [78]

**ESPECIAL OLD TOM GIN.**  
**Marshall and**  
**Elvy's**

**Latinate**  
 DOUBLY DISTILLED  
 AND OF  
 MATURED AGE,  
 TO BE OBTAINED FROM—  
**THE MUTUAL STORES,**  
 Des Vaux Road.  
 Hongkong, 11th May, 1904. [608]

## Intimations.

## WHAT IT WILL DO.

A woman buys a sewing machine for what it  
 will do; not as an article of furniture. A man  
 carries a watch to tell him the time; not as an  
 ornament of surplus capital. The same  
 principle when one is ill. We want the medi-  
 cine or the treatment which will relieve and  
 cure. The friend in need must be a friend  
 indeed—something, or somebody, with a  
 reputation, with a good record, with a history  
 that justifies our confidence. There should be  
 no guesswork in treating disease. People have  
 the right to know what a medicine is, and what  
 it will do, before they take it. It must have  
 behind it an open record of benefit to others  
 for the same disease—a series of cures that  
 proves its merit and inspires confidence. It  
 is because it has such a record that

## WATSON'S PREPARATION

is bought and used without hesitation or doubt.  
 Its Good Name is the solid basis for the faith  
 the people have in it; and a good name has to  
 be earned by good deeds. For the purposes  
 for which it is commended it is honest, true and  
 practical. It does what you have a right to  
 expect it to do. It is palatable as honey and  
 contains all the nutritive and curative properties  
 of Pure Cod Liver Oil, combined with the  
 Compound Syrup of Hypophosphites and the  
 Extracts of Malt and Wild Cherry. In Scrofula,  
 Anemia, Nervous and General Debility, In-  
 fluenza, Blood Impurities and Wasting Com-  
 plaints, it is to be thoroughly relied upon. Dr.  
 J. L. Carrick says: "I have had remarkable  
 success with it in the treatment of Consumption,  
 Chronic Bronchitis, Catarrh and Scrofulous  
 Affections. It is of special value in nervous  
 prostration and depraved nutrition; it stimulates  
 the appetite and the digestion, promotes  
 assimilation, and enters directly into the  
 circulation with the food. I consider it a mar-  
 velous success in medicine." Every dose  
 effective. "You cannot be disappointed in it."  
 Sold by chemists.

## DIOCESAN SCHOOL AND ORPHANAGE.

**SCHOOL DUTIES** will be resumed on  
**THURSDAY, 1st September.**  
 Hongkong, 29th August, 1904. [982]

## EXCURSION TO MACAO.

## THE Splendid Steamer

## "YING KING."

Captain Page, will make an EXCURSION  
 TRIP TO MACAO, on EVERY SUNDAY,  
 leaving the Company's wharf at the end of  
 Wing Lok Street, at 8.30 A.M., and returning  
 from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.  
 Perseverance's wharf at Macao.

## FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00  
 " Return " \$3.00, " \$5.00  
 Tiffin and Dinner may be had on Board  
 at \$1 each meal.

**YUK ON & Co., LD.**  
 Hongkong, 8th August, 1904. [919]

## IMPORTANT NOTICE.

## FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER,

WE HAVE SECURED THE

## CO-OPERATION

OF THE MAKERS OF THE

## "APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND

WE NOW OFFER THEM FROM



## Intimations.



A. S. WATSON &amp; CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being

thoroughly matured

and Superior Quality

Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON &amp; Co., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 29th August, 1904.

TELEPHONE NO. 256.

CABLE ADDRESS: "ACHEE," HONGKONG.

A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE &amp; CO., 祥利廣

17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS &amp; Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms.

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestolite goods kept.

Agents for Messrs. Allen &amp; Sons' Electrical

Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK." Telephone—No. 358.

Hongkong, 3rd May, 1904.

## NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Only by business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger.

On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

## BIRTH.

On the 20th instant, at "Barwood" Grange Road, Singapore, the wife of H. L. COOHLAN, of a daughter.

## MARRIAGES.

On the 8th August at St. Andrew's Cathedral, Singapore, by the Rev. W. H. C. Dunkerley, M. A., Archdeacon, THOMAS WILLIAM ROWLEY of the Federated Malay States Civil Service, 2nd son of the late Thomas Rowley, formerly of Middleton, Christ Church, New Zealand, and of Southwold, Suffolk, to MARION GERALDINE, eldest daughter of the late Philip G. Dillon of Leefield, Marlborough, N. Z., and granddaughter of the late Hon. Constanine A. Dillon.

## The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 30, 1904.

## RUSSIAN SHIPS AT SHANGHAI.

In the course of an interview with the commander of the cruiser *Diana*, which a representative of the *Courier d'Haiphong* was fortunate enough to secure at Haiphong, the other week, Prince de Liévin is reported to have said that those in charge of each of the ships, engaged off Port Arthur on the 10th inst., received from the admiral a sealed letter with orders not to open it, during or after the action, without a signal being given. When it was seen that the Russian vessels were suffering defeat this signal was made from the flagship, and on opening the sealed documents the commanders saw that they were ordered to avoid further conflict and escape to Kwangchowwan. The ships then scattered, the *Diana* making away to the south apparently followed by several other fighting vessels. So far she has been the only cruiser to reach the French port, and presumably on account of being unable to get her requirements satisfied at that small port went further south. The *Askold* and *Grosvont* may have attempted a similar feat. If so, they have failed, and with the old hospital ship *Mandjour*, detained in the early days of the war, will now be up laid at Shanghai unable to assist their country in the strife. They have been there for about seventeen days, and apparently the officers thought of having her repaired and again taking her to sea. Although the Shanghai Taotai seemed to have objected to the *Askold* being patched and made seaworthy and appeared more inclined to disarm her the matter had to pass through diplomatic channels before a definite understanding was arrived at. Reuter informs us to-day that, according to a Washington report, Japan has handed the Secretary of State a note to the Powers, stating that unless Russia disarms the warships forthwith Japan will be forced to take whatever steps she may deem necessary for the protection of her interests. Closely following on this threat the vessels have evidently been disarmed, and two more of the fighting units of Russia's navy put away in safety. More than once during the present conflict those responsible for affairs have had striking proof of the thoroughness with which the Island Empire carries out her threats and enforces her commands, and in view of the fact that a portion of the squadron has been cruising about in the neighbourhood of Woosung the refugees were well advised to lie low and get their guns ashore. Of course, the residents at Shanghai have been having another exciting period over a rumour that was circulated to the effect that the United States admiral was prepared to prevent any Japanese warship entering the river. Those in authority paid scarcely any attention to the story and matters have been drifting slowly through the usual channels of diplomacy until the incident, which at one time gave cause for serious reflection on the part of the other Powers, was finally settled.

## LOCAL AND GENERAL.

ANOTHER blank plague return was issued from the Sanitary Board office this afternoon.

REAR-Admiral Matheviitch died at the German hospital at Tsingtao on the after day his arrival there.

CHOLERA has broken out at Bombay. It is just four years since an epidemic last broke out there. It then not only carried off many of the poorer classes among the natives, but also several Europeans.

At 7 o'clock this morning a coolie, who was carrying a passenger's baggage on board the s.s. *Hankow*, at the Canton Wharf, fell off the gang plank into the sea, and was drowned. His body was not recovered.

At the annual Conference of Teachers of Dancing suggestions were adopted for improving the tone of the ball-room, suppressing romping, and pledging itself to efforts to discourage "soldiering," or the lifting of ladies off their feet in lancers sets.

OWING to incessant rain the upper section of the Huangho has swollen to over eighty feet, and one foreign mechanic and one interpreter, who were engaged in bridged works there, were drowned. It is feared that work in this line will be suspended.—*Eastern Times*.

SWEDISH newspapers are in receipt of intelligence from Russia to the effect that the virtual extinction of the Russian fleet in the Far East is recognised in official circles in St. Petersburg, and that even the optimists no longer advocate the despatch of the Baltic Squadron. Such is the gist of a despatch to the Foreign Office from Stockholm.

OFFICIALS of the Chinese Commercial Steamship Company have received a concession for the establishment of a Chinese colony on the southern coast of Mexico. Lyman Mowry of San Francisco has charge of the arrangements, which contemplate bringing over Chinese of all classes and establishing a real "little China" on the western hemisphere.

BESIDES Viceroy Tsen Chun-husan, who, it will be remembered, was recently cashiered, but ordered to be retained in office, on account of the reported mutiny at Linchow, Governor Ko is also a fellow-sufferer with the Viceroy. In an edict lately issued it was announced that he should be degraded three steps, but retained in office for the present.—*Sin Wan Pao*.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 28th August, 1904:—

	Library	Museum
Non-Chinese.....	203	77
Chinese .....	51	1,328
Total.....	254	1,405

AN Indian correspondent writes:—The fatal epidemic among wild animals is spreading rapidly, the elephants being the chief factor in carrying contagion, for they travel far and wide. No river or natural obstacle stays their march. The natives call the disease plague, whether it be that or anthrax or what not I have had no means of ascertaining. But the results are deadly.

FOR the ninth time the notorious beach-comber, James O'Brien, was placed before Mr. Gompertz this morning, charged with begging and causing annoyance to visitors to the Hongkong Hotel. Last night he got drunk and, behaved in a disorderly manner and was given in charge of P. C. Evans for molesting passers-by and begging. Eight previous convictions were proved against him, and his Worship sent him to six weeks' hard labour.

A NON-COMMISSIONED officer on Saturday night looked upon the wine when it was red, and then started out to paint the town a similar colour. Passing along near the Hongkong Hotel, at about 11.30 p.m. he met an inoffensive Chinaman, and began with him. He first hit the Chinaman over the head, then took his umbrella and broke it. When the man cried out and P. C. Evans approached the culprit ran, but was caught outside the Hongkong and Shanghai Bank, when he turned and struck P. C. Evans on the side of the jaw. This morning Mr. Gompertz fined the army man \$10 and \$5 compensation for the assault and damage to the Chinaman.

WE have received from the offices of the Nippon Yusen Kaisha a hand-book of information for shippers and passengers by the steamers of that line. As usual with Japanese works the volume has been produced with that artistic skill both in design and printing for which the nation has gained distinction. It gives a brief history of the line with a table of the fleet, particulars regarding the various offices, and details of the many services in home and foreign waters. Many other interesting and useful matters are dealt with, and make the work almost indispensable to travellers. Apart from this, it is full of beautiful photographs which cannot fail to convince the tourist of the glorious scenes to be found on the runs of the Japan Mail Steamship Co.

THE local postal administration is subjected in a general way to a considerable amount of adverse criticism, and incidents justifying it are unfortunately not rare. The latest one brought under our observation is particularly striking, and indicates a state of affairs discreditable in the extreme. On the seventeenth of December, 1902, a letter with a perfectly legible address was deposited in the post office in Manila and three days later, according to the Hongkong post marks, which are singularly plain, it reached the colony. Here, however, its fate remained a mystery until yesterday when after a lapse of twenty months and some days it reached its destination. The addressee is the wife of a particularly well known resident whose name in no way resembles that of any other person in the colony and in addition the letter was directed in a clear distinctive hand to an important public office. The cover is still in a perfect state of preservation and the delay is therefore the more inexplicable.

## THE LATE MR. GEORGE MANINGTON.

## THE FUNERAL.

At nine o'clock this morning, in the presence of a large assembly, all that was mortal of the late Mr. George Manington, assistant editor of the *Hongkong Telegraph*, who died at the Peak Hospital yesterday, was laid to rest in a beautifully sheltered spot in the Roman Catholic Cemetery at the Happy Valley. The impressive burial service of the faith to which the deceased belonged, was conducted by the Rev. Father Spada, a personal friend of the departed, assisted by Father Augustin with a choir supplied by some of the Seminarian students. On the arrival of the *carriage* at the cemetery, the coffin was carried to the mortuary chapel at the rear end, where the first part of the service was chanted, after which a procession, headed by the Rev. Fathers with the acolyte and choir, and followed by the chief mourners, and sympathisers moved slowly to the grave side, where the service was completed amid a solemn silence, save for the low chanting of the priest and responses by the choir, as the friends of him who had gone sooted silently by to pay their last respects. Many beautiful wreaths were sent by sympathising friends, and when the grave was finally closed it presented a beautiful appearance from the mass of exotic bloom reverently laid upon it. Among those sending wreaths were M. Gaston Liebert, French Consul, "From the French Consulate, Hongkong, in the name of his French friends," Captain M. Merleux, Mr. Ho Fook, managing Director, Mr. E. A. Snewin, editor, Mr. J. P. Braga, manager, *Hongkong Telegraph*, and Mrs. Braga; "from the staff of the *China Mail*"; Mr. E. Erskine-Pittar-Erskine, Mr. A. W. Marsham, Mr. T. Clarke and Mr. Burt Sayer, of the *South China Morning Post*; "In affectionate remembrance of a good and loyal friend. From three men who knew his value, his strength and his bravery," the Hongkong Journalists' Association; Dr. Howard, Mr. E. Ellis, Mr. Cheung Pui Kai, and the composing staff, *Hongkong Telegraph*. Besides most of the above there were present the Belgian Consul, Mr. T. Hamman, Mr. Cooke, Mr. P. G. Scott Cranston, Mr. J. W. Bains, Mr. L. A. J. Lee, Mr. L. T. Delaney, Mr. A. P. Goodwin, and several Sisters from the French Convent who had all been personal friends of the departed. As soon as the news of the death of our friend became known many letters of condolence were received from sympathising friends, to all of whom our best thanks are returned.

## THE MACAO-CANTON RAILWAY.

Members of the Luso-Chinese Syndicate formed for the carrying out of the concession for the building of the Macao-Canton railway met at Macao yesterday, at Mr. Chan Fong's residence, to discuss the latest stipulations imposed by the Chinese Government in connection with the concession. It was known that the return from Portugal of H. E. Senhor Jose d'Azevedo Castello Branco, the Portuguese Minister, was in connection with the ratification of a new Treaty with China more especially in regard to the grant of the right to build a line of rails across Hengshan from Portuguese territory to Canton.

At yesterday's meeting the terms stipulated by the Waiwupu to the Portuguese Minister were considered. They are to the effect that, firstly, the head office of the undertaking shall be situated within Chinese territory; and, secondly, that the capital of the Company established to build the line shall be represented by a number of Chinese shareholders equal to not less than half the amount subscribed.

On their being submitted to the meeting, it was contended by certain shareholders of Portuguese and British nationalities that the offices of the concern cannot be agreed to be established in Chinese territory and be, accordingly, placed under Chinese jurisdiction; but that the offices shall be situated at Macao and be governed by the laws of Portugal relating to joint-stock companies.

In relation of the proportion of foreign and native capital no strong objection was raised to the admission of Chinese shareholders to the extent required by the Chinese Government.

It was ultimately resolved that the decision of the meeting in the sense explained above shall be recorded and transmitted to the Portuguese Minister in Peking for further discussion with the Waiwupu.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 30th at 11.20 a.m. The barometer has risen in the extreme north, and fallen at almost all other stations, but particularly in Kiusiu.

The depression remains in the Formosa Channel, having moved but slightly. It appears to be still filling up.

The low pressure in the Pacific which has been remarked since Aug. 27th, has now developed into a typhoon, situated at present to the S.E. of Kiusiu and moving northward.

Fresh variable winds will be met with in the Formosa Channel and fresh S.W. winds in the northern part of the China Sea.

Forecast:—Moderate to fresh S.W. winds, cloudy, fair.

THIRTY-THREE new vessels have been authorized to be built for the French navy during 1904-5. Of this number, however, twenty-eight are submarine boats, four torpedo boats and only one armoured cruiser. This latter ship, four torpedo boats and eight submarines are to be built in dockyards and twenty submarines by contract. The total sum for new construction and completing vessels in hand is about \$15,000,000.

## HONGKONG CIVIL SERVICE CLUB.

## ANNUAL MEETING OF MEMBERS.

The annual meeting of the members of this flourishing athletic club took place at the Club House, Happy Valley, yesterday evening, the Hon. Dr. J. M. Atkinson presiding over a large attendance.

The annual report, which was read by the Hon. Secretary (Mr. L. E. Brett), was as follows:—

The season has been a most successful one for this Club; we are now firmly established on the south side of the new Recreation Ground at Happy Valley, where we have tennis courts, bowling greens and quito beds, and where also we have erected a comfortably furnished pavilion with bar attached; we have a cricket ground near the pavilion, which we use on Saturdays during the cricket season. The Cricket League competition put friendly games in the shade, all interest being centred in the result of the League. In a close race with the Army Ordnance Corps for the Shield, we were beaten by 5 points by that Club. During the season we played 14 League matches; we won 11, drew 1, lost 2, the teams to beat us being the Hongkong Cricket Club and the Army Ordnance Corps. Hon. Dr. J. M. Atkinson kindly presented a cup to be won by the bowler with the best analysis in League matches; this handsome cup was won by Mr. P. T. Lambie with 39 wickets at a cost of 4.56 runs per wicket. Mr. Wittchell was 2nd with 30 wickets at 7.43 per wicket, and Mr. Jackson was 3rd with 33 wickets at 7.45 per wicket. Mr. J. Reddie presented a bat for the best batting average and a ball on silver stand for the best bowling analysis of the season. The bat was won by Hon. Dr. J. M. Atkinson with an average of 14.7 for 11 innings, and the ball by Mr. R. Wittchell with 54 wickets at a cost of 5.9 per wicket. Mr. R. Wittchell was the best all-round player of the season. Hon. Dr. Atkinson took a great interest in the Club, and it is due greatly to that interest that we finished so high up in the League table. The Club is well supplied with cricket and tennis gear, bowls and quito, all of which are in good condition. Two quito beds were laid down under the superintendence of Mr. Edwards, to whom the thanks of the members are due. Thanks are also due to Mr. Dougherty for the great interest he has taken in the laying of the bowling greens. The membership at start of season was 38, but it is now over 80. A quito tournament was held during the winter. The singles were won by Mr. J. Devney, Mr. McKenzie receiving 2nd prize. The doubles are still to be decided. A bowls tournament is in progress at the present time. Hon. Dr. Atkinson betokened his continued interest in the Club by a donation of \$15 to the prize fund of the bowls tournament. Mr. Wheel did yeoman service for the Club, and on his departure for home on leave was presented on behalf of the Club with a piece of plate. When we consider that we have during this year built and furnished a pavilion, laid on water and gas and bought entire new stocks of cricket and tennis gear, quito and bowls, the satisfactory financial condition of the Club is to be marvelled at.

The report of the Hon. Treasurer (Mr. Alfred Carter) showed that the income during the past season had been \$3,268, leaving a deficit of \$34. The season had been a very expensive one for a newly-formed club, but thanks to the loyal support of the old members, backed up by a large number of new members, the Club had been able to make very good and sound progress, and had also equipped themselves for what promised to be a very successful coming season.

The Chairman, in moving the adoption of the report, said it showed they had a very successful season and marked progress had been made. The match in which they were met had not only been built and paid for, while the number of members had been more than doubled. During the winter months great interest was taken in the cricket. The Club team made a good bid for the League Championship, but the Army Ordnance Corps was too strong for them, and he thought their record could not be considered a bad one. Out of 14 matches 11 were won. Still, if they wanted to keep up their record next season they must put their best foot forward. There was no doubt that the Club had supplied a much-needed want in Hongkong. He was convinced that if they wanted to maintain their health and vigour in the East, exercise was above all things necessary, and the Club gave an incentive for that exercise. Many of the members had to work in unhealthy surroundings, and nothing could be better than to come down there and engage in sport, or see a keen game in one of the most picturesque valleys in the world. He would take that opportunity on behalf of the members generally of thanking Mr. Alfred Carter, the treasurer, for the great interest he had taken in the Club, and the time he had spent upon it; they could not have been in such a good position if it had not been for him. It also spoke well for the committee as business men that they were able to put forward such a good balance-sheet.

Mr. J. Reddie seconded and the motion was carried.

## LICENSING SESSION.

A meeting of the Justices of the Peace was held at the Magistracy this afternoon, to consider an application for transfer of licence, and an application for a new licence. In the first case application was made by Mrs. Anne Marshall for the transfer of her publican's licence for the Criterion Hotel in Pottinger Street to Mr. George Green, Mr. M. J. D. Stephens, solicitor, appeared in support of the application, and stated that Mrs. Marshall found the business too much for her to look after, and wished to dispose of it to Mr. George Green. The latter had been in the Colony for some months, and was manager of the New Travellers' Hotel, and bore a good character. It was believed there were no police

objects as to the transfer. Mr. Gompertz, after consulting with the other Justices, announced that they wished to consider the application in private, and the Court was cleared.—On the Press being re-admitted, Mr. Gompertz announced that the Justices had decided to grant the application.

The next business was an application from Mr. Louis Comar for a publican's licence to sell intoxicating liquors at the Main Hotel, Des Vaux Road. Mr. G. K. Hall Branton, solicitor, appeared in support of this application, and stated that Mr. Comar had come from Calcutta with good testimonials for his management of a similar business there. He bore a good character, and it had been ascertained that the neighbours on either side and in front had no objections to raise against the granting of this licence. The Court was again cleared for the Justices to consider the application in private, and upon re-opening, Mr. Gompertz announced that the Justices had decided to refuse the application.

Mr. Branton asked his Worship if he could give him the grounds on which the application was refused, when Mr. Gompertz replied in the negative.

The Justices present were:—Mr. H. H. J. Gompertz (presiding), Mr. J. H. Kemp, Rev. F. T. Johnson, Mr. A. Shelton Hooper, Mr. F. J. Badeley, and Mr. C. D. Melbourn.

## KRUGER'S HUMOUR.

The stories about the late ex-President Kruger are very numerous. Here, says the *Westminster Gazette*, is one of the best:—Oom Paul was one day watching the lions in the circus of Mr. Frank Filis, South Africa's Barnum. "Maagtig," at length he said, "these lions are like Chamberlain, they want lots, take all they can get, and don't mind how much you've given them, and they're cool about it all, too." "Yes," said the keeper, "and they'll get, great or little, and are never more quiet than when they think they're going to get more." "Is that so?" remarked the President, with his characteristic shrug and smile.

Except at rare moments, as beside the grave of Joubert, Kruger was not an eloquent man, but he excelled at brief and pithy sayings, many of which, like the saying about waiting for the tortoise to stick out its head, have passed into the language of nations. His answer to a nephew who petitioned for a Government appointment has often been quoted—"My dear boy, I can do nothing for you. You are not clever enough for a subordinate position and all the higher offices are filled." Again, perhaps with reference to his own extreme indifference about his dress, he said just before the war—"The English asked for my coat, and they took it. Then they asked for my trousers, and they took them. Now they ask for—my independence!"

Mr. Kruger in the days of his power was very partial to the Jews as a body. In a conversation on one occasion with Mr. Sam Marks, of Pretoria, he remarked—"It is true you Jewish people have no country of your own, but you are very dear to me, for does not the Bible bristle with incidents of the greatness of Israel? Why, we as Christians owe everything to the Jews. But," he added, "where can you find in the Bible, in the Old or New Testament, any reference to Englishmen?" The old man chuckled hugely at this sally, and, slapping Mr. Marks on the shoulder, he went on—"Yes, I say, where in the Bible can you find any reference to these Englishmen who now make such a noise in the world? Where, I ask?"

There is little doubt that President Kruger had a sound knowledge of English, but this he always did his best to conceal. An English missionary was given an interview with the President as he was passing through Pretoria some years ago. During the interview Dr. Leyds interpreted, and when outside the correspondent fixed his eyes as searchingly as he could on Dr. Leyds, who had accompanied him, and asked, "Does President Kruger really know no English?" With a meaning look Dr. Leyds replied, "If you are praising him, or speaking well of the Transvaal, he knows no English; but if you are speaking ill of him, or saying anything against the Transvaal, he knows every word you say!"

The *Daily Chronicle* tells a good story about the late ex-President:—When the first Australian contingent arrived at Cape Town to take part in the Boer War, Mr. Kruger is said to have asked General Joubert, if he knew anything about these Australians. "I only know that eleven of them once beat all England," "Good God!" cried the President, "we are lost, thirteen thousand of them have just landed."

## SHIPPING AND MAILS.

## MAILS DUE.

American (*China*) 31st inst.  
Canadian (*Empress of Japan*) 6th prox.  
Australian (*China*) 7th prox.  
German (*Prinz Heinrich*) 7th prox.

The s.s. *Prinz Heinrich* left Colombo on Saturday, at 5 p.m., and may be expected here on 7th prox.

The B. I. Co.'s s.s. *Palamcottah* from Rangoon and the Straits left Singapore for this port on 27th inst., and is expected here on 2nd prox.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 9 a.m., on 20th inst., and left again at 4 p.m. same day, for Kobe, where she was due to arrive at 7 p.m., on 30th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Yokohama at 6 a.m., on 20th inst., and left again at 3 p.m. same day, for Kobe, where she is due to arrive at 3 p.m., on 30th inst.



## TELEGRAMS.

(Reuters.)

## The Russian Ships in Shanghai.

London, 28th August.

News from Washington says that Japan has handed the Secretary of State a note to the Powers, stating that unless Russia disarms the warships in Shanghai forthwith Japan will be forced to take whatever steps she may deem necessary for the protection of her interests. The Secretary of State was careful not to disclose the attitude of the Government, but assured the Minister that America hoped for a continuance of Chinese neutrality.

## Boxing.

Jeffries has defeated Monroe in the second round for the world's boxing championship at San Francisco.

(Japan Exchange.)

## Effect in Korea of Recent Victories.

Seoul, 15th August.

Owing to the Japanese military police system and the recent naval success, the Koreans, the Government and people, are now more inclined to favour the Japanese. All negotiations pending between Japan and Korea seem to be likely to reach an amicable settlement. The Nagamori bill is to be sent to the Government at the first opportunity.

## THE S. S. "LEGASPI."

The s.s. *Legaspi* arrived from Manila to-day. While leaving the Philippine port one of the crew of the vessel was drowned in the *Pasig*, on the 27th inst. under extraordinary circumstances, says the *Cablenews*.

The steamer was about to start for Hongkong and the captain ordered the anchor to be weighed. It was found impossible to raise it, so several men went into a boat to assist. As the boat of eight men approached the ship a wave struck it and sent the little craft on to the cable overturning it and throwing the occupants into the river.

Five of the men succeeded in reaching the wharf, and two others were picked up by another boat which had been sent to their rescue. The eighth, the boatswain, Francisco Friata went under, and was evidently caught in the swift undercurrent which carries everything down to the bottom of the river, and tenaciously holds it there till compelled to surrender its victim by another and stronger current.

## THE S. S. "ALGOA."

HEAVY LOSS.

The Union Iron Works has been awarded the contract for the repairing of the Pacific Mail Company's big freighter *Algoa*, and this in spite of the fact that the bid of the local concern was \$20,000 higher than that of the British Columbia Machine Works of Victoria, says a San Francisco exchange. The Union Iron Works will do the work for \$68,000, and no time will be lost in making a start, as every day the big vessel is idle means added loss to the Pacific Mail Company.

On the strength of these extensive repairs it is thought probable, when they are finished, that the Pacific Mail Company will apply for American register for their big freighter, which now flies the British flag.

The accident to the *Algoa* spoiled what would have been the greatest money making record in the history of the big vessel. When Captain Lockett ran the *Algoa* on the rocks she was at the end of the second trip she had made across the Pacific within a remarkably brief time. Going and coming each time she had been loaded to her full capacity. She had received quick dispatch wherever freight was handled and but for her misfortune would have shown a profit which would have insured smiles for the skipper from those in authority.

Although the actual damage done is covered by insurance, the loss through the vessel's idleness will be heavy, as there was enough freight offering to have kept the *Algoa*, big as she is, busy for a long time.

## PRICE OF WAR TORPEDOES.

The selling price of a finished torpedo is about £500, writes a correspondent of the *Chicago Chronicle*. Not one is put on the market without having been exhaustively tested at Messrs. Whitehead's running station, which is connected by a kind of jetty with the works. The station is provided with two torpedo tubes made to admit either a gunpowder cartridge or a charge of compressed air to drive the torpedo forward. As soon as the missile has taken the water it proceeds by the help of its own propellers toward its goal, and men stationed on the rafts moored at various distances from the running stations are able to see or hear the torpedo pass below them and to signal with a flag the moment of its passage to the controller, who stands, chronometer in hand, at the running station. Nets are stretched in the water near each raft, and as the torpedo has to cut its way through them it is possible to tell by the hole in the nets whether the torpedo has varied in depth or direction.

The precision of the performances of these wonderful automatic submarines may be judged from the fact that, according to the latest experiments, the widest range from the line at a range of 3,000 yards was not more than twelve yards, in spite of the strong currents which prevail on that part of the Atlantic Coast. This means that if a torpedo were aimed at the centre of a battleship 3,000 yards away it would probably hit it ten feet below water, and within thirty-six feet of the spot aimed at. As a battleship is usually more than 300 feet long, there is room for a deviation even greater than this. Under favourable sea conditions, however, the torpedo may be relied upon to strike within a yard or two of the spot at which it was aimed, provided that the aim be good.

## THE WAR.

## THE BALTIC FLEET.

The St. Petersburg correspondent of the *Echo de Paris* telegraphs that the flagship of the Baltic fleet—which is now ready for sea and can if need be start for the Far East on August 15—will be the battleship *Imperator Alexander III*.

Admiral Rodjesvensky on 26th ult. reviewed the Baltic Squadron in the Kronstadt Roads. The date now fixed for the departure of the fleet, according to the *Tagblatt* correspondent, is the end of September.

The list of ships of the Baltic Squadron destined for the Far East has been published with a notice that the first half of them is to be in readiness to depart on July 30. It is questioned that they will actually start for some time after that date. The list shows some alterations in the classification of the vessels. The *Admiral Nakhimoff* formerly a cruiser, is now claimed as a battleship; the *Aurora* and the *Dmitri Donskoi*, formerly unarmoured cruisers, are now entered as armoured; the Admiralty yachts *Swetland*, formerly belonging to the Grand Duke Alexis, Admiral-in-Chief of the Russian Fleet, and the *Almas*, belonging to the Viceroy Admiral Alexieff, appear in the list as protected cruisers.

The three Volunteer Fleet cruisers now at Sebastopol are the *Voronezh*, *Tamboff*, and *Kislov*. The *Varoslavl* is under orders to leave Odessa for Sebastopol about the end of the current week. It is stated at Nicolaief that these four ships will load coal in bags (for transhipment at sea) and act as colliers to the Baltic Squadron. The colliers will join the Squadron in the Red Sea. They will sail under the commercial flag.

Six German steamers have been chartered to take £300,000 worth of war material from Hamburg to Constantinople. The natural inference drawn is that this material is intended for the equipment of Russian Volunteer steamers or warships in the Black Sea.

The following telegram was recently received at the Foreign Office at Tokio:

The *Echo de Paris* St. Petersburg correspondent says that the officer appointed to command the Baltic Squadron declares it will start as soon as ready; that it will call at British and German ports only en route, avoiding French ports, and that it will proceed by the Canal. The coaling fleet will probably go by the Cape of Good Hope.

Vienna reports that Colonel Ladroff has been appointed to command the collier fleet, and that steamers will be furnished by the Russia Steam Navigation Company of which he is president. The following steamers have already been chartered: *Jupiter*, *Mercury*, *Dianna*, *Rallada*, and *Odesa*.

## DAMAGE DONE BY FALLING SHELLS.

News has been brought over of some of the damage done to Port Arthur by Japanese shells, says the *Chefoo Daily News* of 20th inst. Clarkson & Co.'s godowns were stored full of merchandise, largely bottled goods, are said to be a wreck. Many shells have also been falling in the vicinity of a large church. This spot was probably the object of considerable fire on account of the magazine which was known to be located near it formerly. Persons who have been in Port Arthur recently, however, state that the magazine was removed some time ago, so that the apparent intention of the attacking forces to explode it will miscarry.

The shells are dropping in the city continuously, the favourite hours of heavy attack being daylight and dark. The reason for choice of hours is believed by those who are familiar with the progress of the siege to be that the Japanese do not care to reveal the locations of their guns, which would be the case were the firing kept up heavily during the night. The recent work of the Russian squadron in interfering with the placing of the siege guns is reported to have prompted this precaution.

Life in the city has been very unpleasant during the past week, and residents have been compelled to seek their caves on account of the uncertainty as to where missiles are going to strike next. Most of those who determined to stick it out provided themselves with these recesses in the hill sides some time ago, and they have come in handy on various occasions.

## THE EUROPEAN OFFICERS OF THE "HITACHI-MARU."

## GENEROSITY OF JAPANESE AUTHORITIES.

The Japanese Government has taken a very generous measure, states the *Japan Mail*, with regard to the British subjects who lost their lives when the ill-fated *Hitachi-maru* was sunk. In addition to bestowing on Captain Campbell the Fifth Class Order of the Rising Sun, and on Messrs. Glass and Bishop the Sixth Class, it has been decided that the following sums shall be paid to their families, namely, 5,000 yen in the case of Captain Campbell, 4,500 yen in the case of Mr. Glass and 4,000 yen in the case of Mr. Bishop. The special sanction of the Emperor had to be obtained for this purpose, as will be understood when we say that the sum paid to Captain Campbell's family is equal to that which would be paid to the family of a Japanese Major-General killed in action, and Mr. Bishop's people get as much as the family of a Japanese Colonel would receive. A Japanese subject acting as master, chief engineer or chief officer of a Japanese transport in similar circumstances would cost the State only 1,400 yen. In addition to the above, the family of each of the deceased officers receive 30 months' salary in full from the Nippon Yusen Kaisha, which Company in this instance acts with all the liberality that has invariably distinguished it.

## THE MESSAGE TO THE BELAUGUERED GARRISON.

The following is the report received at the Imperial Headquarters from the Commander

of the Japanese troops investing Port Arthur:—On the 16th, at 10.30, at a place five hundred metres north of Shushin our military messenger delivered the Imperial message concerning non-combatants to the Commander of the Russian forces at Port Arthur. The terms proposed were as follows:—

1. Those who may leave Port Arthur in compliance with the humane wishes of his Majesty the Japanese Emperor are women, children (under sixteen years of age) priests, diplomatic officials, and officials of neutral Powers.
  2. The reply to this proposal should be brought to the place five hundred metres north of Shushin on August 17th, at 10 a.m.
  3. Refugees should come out under a white flag to the place mentioned above at 2 p.m. on the 17th.
  4. A party of our Infantry would proceed to the same place under a white flag and receive the refugees at the place mentioned.
  5. Each refugee to be allowed to carry one package only. If necessary the contents of the package to be subject to examination.
  6. They should not carry any book, printed matter, letters, documents, written in ordinary characters or ciphers, or articles that have anything to do with the war.
  7. Refugees would be sent to Dalny under a proper guard.
  8. The answer to this note shall be "yes" or "no."
- No modification of the terms will be permitted.
- We have since learned that the Russians absolutely refused to accept the terms.

## MESSAGE TO GERMAN OFFICERS IN PORT ARTHUR.

It is officially announced that Marshal Marquis Yamagata, Superintendent of the General Staff Office, sent the following telegram on August 16, to the Commander of the Japanese troops investing Port Arthur:—I am requested by the German Minister, who is acting upon orders received from his Sovereign, to instruct Commander Hofmann and Lieutenant Gilgenheim of the German Navy to leave Port Arthur in compliance with H. I. M. the Japanese Emperor's humane wishes. You are therefore requested to make the necessary arrangements to hand over the message from the German Emperor to the officers mentioned above.

The reply to the above telegram from the Commander of the Japanese troops investing Port Arthur was received at the Imperial Headquarters on the 17th inst. It runs thus:—The order of the German Emperor to Commander Hofmann and Lieutenant Gilgenheim of the German Navy at Port Arthur was conveyed in a letter through the Russian military messenger who came out to-day with a reply to our Imperial note.

## THE REPORTS ABOUT GENERAL STOESEL.

The Japanese papers continue to publish statements with regard to General Stoessel, in command of Port Arthur. One of them, issued at Yokohama, says that according to a late report General Stoessel did not commit suicide. The General, it says, has worried himself into insanity and frequently brandishes his sword and becomes otherwise unruly and disorderly. This conduct, the papers say, is probably responsible for the rumours that the General has ended his life.

Another journal, on the other hand, states that the reported suicide of General Stoessel is correct. He had been wounded in the foot in a battle the other day and this, and the worry incident upon the attack on Port Arthur and the dejected spirit of his subordinates led to mental aberration. He resorted to drink, the paper says, and subsequently became completely irresponsible and ended his life on the morning of August 3rd.

## PROPOSED EXCHANGE OF PRISONERS.

A special telegram to the *Japan Gazette* states that the French Minister to Tokio has proposed an exchange of prisoners from the Chinese Eastern Railway Co.'s steamers, who are now quartered at Matsuyama. The steamers were captured shortly after the outbreak of hostilities.

The Japanese Government replied that it will accede to the proposal if Russia will release the Japanese prisoners taken at Wiji, including Major Togo of the Army. The Russian Government claims the prisoners of the steamers as non-combatants.

## RUSSIAN INTERNAL WAR LOAN.

According to a Reuter telegram from St. Petersburg which has been received at the Foreign Department, the Russian Government issued an order, on the 16th inst., to float new bonds amounting to 150,000,000 roubles for the purpose of defraying the passing war expenses. The terms proposed are as follows:—

- 1.—The face value of each bond to be 50 roubles.
- 2.—The principal to be repayable within four years.
- 3.—The interest to be 3.6 per cent per annum.
- 4.—The bonds to be issued on August 14.
- 5.—Subscribers to the bonds to be exempt from all taxation.

## NEW U.S. FLAGSHIP

FOR THE FAR EAST.

The new battleship *Ohio*, of the American navy, which was launched at the Union Iron Works, San Francisco, during the visit of the late President McKinley, has had her bunkers filled with Cardiff coal in preparation for her trial trip, which was to take place in the Santa Barbara Channel. If the trip is successful it is thought that the *Ohio* will probably be sent to the Asiatic station to take the place of the *Kentucky*. If she does this, the new battleship will become the flagship in the Far East. Six months after going into commission the *Ohio* will have her final trial on the result of which depends the settlement of the bill for her construction.

## MACAO NOTES.

(From Our Own Correspondent.)

Macao, 28th August, 1904.

Last week's storm, which was the cause of so much anxiety in shipping circles in your port, did some little damage ashore and afloat here. The telegraphic advices received from Hongkong gave ample time for precautionary measures to be taken here, and when at about ten o'clock on Thursday morning the three guns fired from the Monte Fort, signalled the approach of a storm, residents had in preparation typhoon bars and bolts, which were all brought into service especially in houses on the water front. All the lamps in the public streets were put out and the city during that evening was thrown into total darkness. No lights were allowed to be lit in the bakeries and for two days the inhabitants were reduced to short commons in this staple.

During the violence of the storm a small house in Chenambiro collapsed, burying its occupant, Mr. Canto Castro, under the debris. Death was instantaneous. Another house was partially blown down on the quay near the harbour office. It was formerly occupied by the office of the Chinese Imperial Maritime Customs. There were no casualties in connection with this collapse.

The heavy thatched roofs over the buildings in course of erection in the Largo de Senado were completely wrecked, as were also a few shanties in the Chinese villages of Sakong and Saki.

Afloat the damage was confined to the capsizing of a few sampans; but no lives were lost. "YING KING" WHARF.

An agreement for lease was concluded to-day of the wharf at the end of Rua Coronel Ferreira for the s.s. *Ying King*. The Yuk On S. S. Co. will have the use of the landing pier or at least one year, and the option of renewal of the lease for periods extending to three years.

## THE RAILWAY.

A meeting of the concessionaries of the Macao-Canton railway is to be held on Monday. [The result of this meeting is given elsewhere in our present issue.—Ed., H.K.T.]

## OUR VISITORS.

Our visitors from your Colony are coming in increasing numbers every year, especially in the summer months. The benefit of the climate and the open air drives is particularly noticeable in the children, who, accompanied by their mothers and aunts, find a pleasant rendezvous in the Avenida Vasco da Gama. The pleasure of the afternoon visits to this beautiful park is mitigated by the fact that children can hardly romp and play on the gravel paths as they like unless at the risk of danger to their lives and little limbs. I allude to the very large number of bicycles that are allowed to be ridden in a most reckless manner in the Park. I have been witness to several instances when little mites were knocked down by cyclists through their carelessness and utter disregard of the presence of the "little 'uns" about. On one occasion a cyclist narrowly escaped injuring a lady who was just crossing the path in company with a friend. The ungallant conduct of the man whose wheels soiled the skin of the fair visitor was deserving of severe censure and had the incident occurred at Hongkong, the individual would surely have had to face the magistrate for a severe rebuke and fine from the Bench. Bicycle riding in the Avenida, as at present indulged in in the afternoons, is becoming a source of danger and a positive nuisance, which it is hoped the authorities will try to abate. Riding in this park might be restricted to certain hours of the day only. Let the park be reserved for pedestrians, say, from five o'clock every afternoon.

## INUNDATION OF THE YELLOW RIVER.

Chou Fuh, Governor of Shantung, memorialized the Throne that the Yellow river in the province of Shantung overflowed the embankment at Puchwang to the district of Likinhsien on the northern bank of the lower portion of the river and stated minutely about the circumstances thereof. In the end of the fifth moon of this year (beginning of July) mostly it rained and it was rather rare to have fine weather, and consequently the water in the river daily increased and in the sixth moon (middle of July) sixteen houses on the southern bank of the river, in the district of Likinhsien, were destroyed by the flood and the flood became furious and the embankments of the river from Yenwe to Puchwang were destroyed to the extent of over 1,000 feet in length, over 20 villages and 21 salt districts had suffered heavy damage. All these were due to the inundation caused by increase of water in the river and no human power can check the flood. Yet if proper care had been taken in preventing such a big damage it might have been able to lighten the sufferings. Therefore we hereby cashier expectant magistrate Chang Huan, Probationary official of junior ninth rank Wang Teh-ming, Commander Chao Hsingli of the garrison of the embankment at the north Likinhsien, and their officials are all ordered to remain in the work of repairing the embankments. We cashier Wu Shih-chien, magistrate of Likinhsien, and he is ordered to remain in his office. The Taotai in charge of the conservancy of the lower stream of the Yellow River, Taotai Chu-Honchuan and his assistant, Probationary Prefect Kao Linchi, are hereby ordered to be handed over to the Board concerned to be dealt with. Governor Chou Fuh, while superintending the works of the embankment, etc., was not able to do anything in this flood and is hereby handed over to the Board concerned to be dealt with, and at the same time the said Governor is ordered to instruct all the officials concerned in the works to effect repairs so as not to cause any more distress owing to their negligence. It is hereby ordered that those districts which suffered from the inundation shall be charitably relieved speedily from their sufferings and no delay shall be made.—Ed.

## HIGHWAY ROBBERY WITH VIOLENCE.

A very meek, mild, and harmless-looking Chinaman was placed in the dock in Mr. Kemp's Court this morning, to answer a serious charge. The story for the prosecution was to the effect that one Un Mo, a farmer, was walking along the road from Hongchow in the Sai Kung district, on the 18th of April last, when Lau Yeung Lie, the accused, came up to him and said he was a detective, and must search him to see if he had any opium or dynamite on his person. Complainant submitted to be searched, though he said he had nothing "contraband" on him. The pseudo-detective made him take off his waistcoat, in which he had \$30 in 20 cent pieces, and the defendant then struck him, knocked him down and kicked him, as he lay on the ground. The complainant began to shout and the defendant ran away, taking the waistcoat and the \$30 with him. A report of the occurrence was made to the police, and J. Wildin, detective sergeant, was put on the case, and this morning testified that yesterday, from information received, he arrested the defendant on suspicion of being the man wanted, and took him to the station. Inspector Langley said the defendant was placed among twelve other men, and the complainant called to see if he could identify his assailant, when, without any hesitation, he at once walked up to the man took him by the arm, and said he it was he who assaulted and robbed him. It was further found that on the day of the robbery the defendant left the district and had not been seen there since. The case was remanded until Friday next.

## RESTORATION OF LOST RELIC.

The English Catholic colony here is considered to have been specially favoured by the Pope. It received his Holiness' seasonable compliments under the form of the restitution to their Church of San Silvestro of a relic which is claimed to be unique. It is, in fact, quite independently of its religious value, a most interesting and important object because of its history and the traditions which cluster around it.

Highly honoured and truly fortunate may that church claim to be which shelters the authentic head of St. John the Baptist. That is the gift which the Pope has just bestowed upon the Church of San Silvestro. According to a tradition ten centuries old, the head which was demanded by the daughter of Herodias as a reward for her dancing, was carried from Palestine to Rome. It reached the Eternal City a thousand years ago, being brought by certain Greek monks, who deposited it in the Church of San Silvestro in Capite, which at that time was a monastery.

Innumerable miracles were wrought by the agency of the head of the saint, and in such estimation was the relic held that regular pitched battles were fought for its possession. In 1411, while the head was being carried in procession, certain unruly Florentines attacked the cortege, but they were successfully repulsed by the Romans, who were led by the Prince Colonna of the time. After this, fearing that the precious object might be lost, the Popes ordered that it was never to leave the Church of San Silvestro, and it remained there until 1870, when Rome was besieged by the troops of Victor Emmanuel. It was then carried by the order of Pius IX. to the Vatican. The present Pope, however, thinks that there can be no danger in returning the relic to its ancient resting place. The holy head is contained in a valuable silver reliquary, weighing over 100 pounds.—Rome correspondence of the *London Telegraph*.

## COMMERCIAL.

## SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—

H.K. & Macao Steamboats	\$30 sa. & b.
China Sugars	... 197 sa. & b.
Hongkong Docks	... 225 sa. & b.
Indo-Chinas	... 117 b.
Douglases	... 36 b.

## To-day's Advertisements.

## BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON. THE COMPANY'S Steamship

## "PALAMCOTTA."

Captain Windebank, will be despatched as above, on TUESDAY, the 6th September, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 30th August, 1904. [989]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

## "SCANDIA."

Captain Behrens, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 31st August will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd September at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINE. Hongkong Office. Hongkong, 30th August, 1904. [988]

## To-day's Advertisements.

## GOVERNMENT NOTIFICATION.

WITH a view to increasing as far as possible the force available for the Defence of the Colony in case of emergency, His Excellency the Governor has decided to invite Senior Residents who are British Subjects to form themselves into an Association to be called—

## THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

under the following conditions:—

- 1.—The age limit for Members to be 35-50.
- 2.—The Members to undertake not to omit the Association within 1 year of joining it without leave, and to enrol themselves in the event of necessity under the Volunteer Ordinance as the Hongkong Volunteer Reserve Company. Upon enrolment Officers of the Company will be selected from among the Members and commissioned by the Governor.
- 3.—The Rules of the Association to be framed by a Committee of Management elected by the Members from among their own number.
- 4.—The Members to practise Rifle shooting so as to become efficient shots for which purpose they will be lent Rifles by the General Officer Commanding, and will be supplied with Ammunition at cost price.
- 5.—The use of the Volunteer and Police Range will be reserved for the Association one day in the week, and the Members will have the right to use the Range at all times when not otherwise occupied.

All those intending to join will oblige by sending in their names to the Undersigned before the 15th of September, 1904.

By Command,

F. H. MAY,

Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th August, 1904. [990]

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

## "MONGOLIA."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 213), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 5th proximo will be subject to rent.

All Claims must be sent in to me on or before the 8th proximo or they will not be recognised.

No Fire Insurance has been effected. E. W. TILDEN, Agent. Hongkong, 30th August, 1904. [1]

## HONGKONG FROZEN FOOD SUPPLY DEPOT.

3, ICE HOUSE STREET.

NOTICE is hereby given that the above Company with all existing Contracts has been PURCHASED by the DAIRY FARM CO., LTD., who will conduct it on their own account and after 1st September next. Accounts due to the HONGKONG FROZEN FOOD SUPPLY DEPOT will be collected by the DAIRY FARM CO., LTD. Accounts against the HONGKONG FROZEN FOOD SUPPLY DEPOT to 31st August should be rendered to the present management as soon as possible.

LAU KUE TONG,

Manager.

Hongkong, 29th August, 1904. [987]

## Intimation.



## THE POPULAR SCOTCH

## "BLACK &amp; WHITE"



JAMES BUCHANAN &amp; CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H.M. THE KING

and

H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central. [991]



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TELEMACHUS"	3rd September.
GLASGOW and LIVERPOOL	"PATROCLUS"	8th September.
GLASGOW and LIVERPOOL	"PINGSUEY"	17th September.
GLASGOW and LIVERPOOL	"ACHILLES"	24th September.
GLASGOW and LIVERPOOL	"DEUCALION"	1st October.
GLASGOW and LIVERPOOL	"ULYSSES"	8th October.

S.S. "TELEMACHUS" left Singapore for this port on the 29th inst., and is due on the 3rd prox.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	31st August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	7th September.
	"DEUCALION"	3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 30th August, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW and SHANGHAI	"WOOSUNG"	31st August.
CEBU and ILOILO	"SUNGSIANG"	2nd September.
KOBE	"OHANGSHA"	2nd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELLBOURNE	"CHANGSHA"	16th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly  
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th August, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewards carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 3rd Sept., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 17th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 30th August, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR  
PORTLAND, OREGON,OPERATING IN CONNECTION WITH  
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	4,198	Schmidt	September 14th, 1904.
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 27th, "
"ARABIA"	4,483	Bahle	November 10th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M. on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.  
FARE:—(Week Days) 1st Class (including  
cabin and servant), \$1; Return Ticket, \$5;  
2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st and 3rd Class  
Single Ticket, \$1; Return Ticket, \$5. Return  
Ticket including Time and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.  
WHART:—At the Western end of Wipe Lok  
Street.  
The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.

MING ON & CO.,  
2nd Floor, No. 116, Victoria Street.  
Hongkong, 5th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

## "YING KING,"

Captain E. I. Page, of 1,088 tons, Registered,  
is the newest, fastest, and most luxuriously fur-  
nished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.  
Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.  
1st Class.....\$3.00 for Single Journey.  
2nd ".....1.50  
3rd ".....1.00 each.  
Meals.....1.00 each.  
The steamer's wharf is at the Western end  
of Wing Lok Street.

YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.  
WENDT & CO.,  
Canton Agents.  
Hongkong, 24th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
valued Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st February, 1904. [819]

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain  
"KWONG CHOW" 1,309 J. P. MARTIN  
"KWONG TUNG" 1,338 H. W. WALKER  
Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).  
These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4  
Meals.....(Each) 1The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904. [781]IMPERIAL GERMAN MAIL LINE.  
NORDEUTSCHER LLOYD, BREMEN.STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO AND  
YOKOHAMA.

THE Imperial German Mail Steamship

## "BAYERN,"

Captain H. Formes, due here with the outward  
German Mail about TUESDAY at 5 P.M.,  
will leave for the above places about 12½ hours  
after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co.,  
Agents.  
Hongkong, 27th August, 1904. [5]INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

## "YUENSANG,"

Captain T. M. Meyrick, will be despatched as  
above, on FRIDAY, the 2nd September, at  
4 P.M.This Steamer has Superior Accommodation  
for First-class Passengers, and is fitted through-  
out with Electric Light and carries a Doctor.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 29th August, 1904. [984]AMERICAN ASIATIC STEAM-  
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

## "EPSOM,"

Captain J. Cox, will be despatched for the  
above Port, on or about SATURDAY, the 3rd  
September, to be followed by the Steamship

## "CLAVERBURN,"

on or about TUESDAY, the 13th October.

For Freight, apply to

SHEWAN, TOMES & Co.,  
General Agents.  
Hongkong, 23rd August, 1904. [966]

## "SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND  
ANTWERP.

THE Company's Steamship

## "MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for  
the above Ports, on or about WEDNESDAY,  
the 7th September.This Steamer has Superior Accommodation  
for Saloon Passengers.For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 11th August, 1904. [933]REGULAR STEAMSHIP SERVICE  
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG

1904. About

"ATHOLL".....20th September

"MACDUFF".....27th "

"SAGAMI".....8th October

For Freight and further information, apply

DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 20th August, 1904.

## Shipping—Steamer.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

## "LIGHTNING,"

Captain J. G. Spence, will be despatched for the  
above Ports, on THURSDAY, the 1st Sept.,  
at 3 P.M.For Freight or Passage, apply to  
DAVID SASSOON & Co., LIMITED,  
Agents.  
Hongkong, 27th August, 1904. [979]

## Consignees.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

## "KUMSANG,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remaining  
on board after 4 P.M. the 1st instant, will be  
landed at Consignees' risk and expense into  
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 29th August, 1904. [980]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

## "CHUSAN,"

FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Himalaya*.  
From Persian Gulf, &c., ex B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, TO-DAY.Goods not cleared by the 2nd proximo, at  
4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No Claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 27th August, 1904. [4]

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE H. A. L. Steamship

## "NUMANTIA,"

Captain Brehmer, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, and  
stored at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 3rd September will be  
subject to rent.All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 3rd September, at 3 P.M.

No Fire Insurance has been effected.

## HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 27th August, 1904. [974]

## S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES

## MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,  
ex s.s. *Douro* and *Adour*, from Havre,  
*Ville de Valenciennes* and *Ville de Lorient*, in  
connection with above Steamer, are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables are being  
landed and stored at their risks into the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, at Kowloon,  
whence delivery may be obtained immediately  
after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon, TO-DAY, requesting it to be  
landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after WEDNESDAY, the 31st August, at Noon,  
will be subject to rent and landing charges.All claims must be sent in to me on or before  
the 31st August, or they will not be recognised.All damaged packages will be examined on  
WEDNESDAY, the 31st August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 24th August, 1904. [9]

## Mails.

## COMPAGNIE DES MESSAGERIES

## MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.

## NOTICE.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX.ALSO  
PORTS OF BRAZIL AND RIVER PLATE.ON TUESDAY, the 6th September, at  
1 P.M., the Company's Steamship  
"MANCHE" Captain Mourard, with Mails,  
Passengers, Specie and Cargo, will leave  
this Port for MARSEILLES, via Ports of  
Call, transshipping Passengers and Cargo at  
Saigon to S.S. *Polydion*.Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.Shipping Orders will be granted till Noon  
only on MONDAY, the 5th September, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.For further Particulars, apply at the Com-  
pany's Office.G. DE CHAMPEAUX,  
Agent.

Hongkong, 23rd August, 1904. [9]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM FOR

TRAITS, CEYLON, AUSTRALIA, INDIA  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

H. F. Steamship

## "CHUSAN,"

Captain A. Thompson, carrying His Majesty's  
Mails, will be despatched from this Port for  
BOMBAY, on SATURDAY, the 10th Sept.,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. *Marmora*, 10,500 tons, from Colombo,  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Oriental*,  
due in London on the 23rd October.Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 27th August, 1904. [1]

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

## VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Platades 1 3,753 F.G. Parington Sept. 17

Shawmut 1 9,666 W.M. Smith, Sept. 24

Tremont 1 9,666 T.W. Garlick, Oct. 1

Tremont 1 9,666 T.W. Garlick, Oct. 1

Lysa 1 4,417 G.V. Williams, Oct. 1

Hyades 1 3,753 Geo. Wright, Oct. 1

† Cargo only.

Steamers marked (\*) have no second-class  
passenger accommodation.

## FOR MANILA.

The largest, steadiest, and most comfortable  
steamer for Manila.

Tremont 1 9,666 T.W. Garlick, Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSE.The twin-screw s.s. *Shawmut* and *Tremont*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steady-  
ness at sea. Electric fan in each room.  
Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings.

Hongkong, 29th August, 1904. [12]

## Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY, OF HAMBURG.THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.



## Intimations.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE 50c per case of 12 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

HONGKONG EXCHANGE.

THE CHINA AND JAPAN TELEPHONE  
AND ELECTRIC COMPANY,  
LIMITED.

HONGKONG EXCHANGE.

## SUBSCRIPTIONS.

PAVABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: 725 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines  
of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk  
Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

SWITCHES.

TELEPHONES.

WIRE.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical  
Work.

ADDRESS:—1, ICE HOUSE ROAD.

W. STUART HARRISON,

Manager.

Hongkong, 12th April, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VOUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

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## Shipping.

Rubi, Br. s.s., 1,611, R. W. Almond, 29th Aug.,  
—Manila 27th Aug., Gen.—S. T. & Co.  
Onsang, Br. s.s., 1,378, J. T. Davies, 29th Aug.,  
—Moji 23rd Aug., Coal.—J. M. & Co.  
Holstein, Ger. s.s., 985, J. C. Hansen, 29th  
Aug.,—Hobio 26th Aug., Timber.—J. & Co.  
Mongolia, Am. s.s., 3,750, W. P. S. Porter, 30th  
Aug.,—San Francisco 27th July, Honolulu  
4th Aug., Yokohama 17th, Kobe 19th,  
Nagasaki 22nd, and Manila 28th, Mails  
and Gen.—P. M. S. S. Co.  
Legaspi, Am. s.s., 563, D. Yribar, 30th Aug.,  
—Manila 27th Aug., Gen.—Barretto & Co.  
Haiching, Br. s.s., 1,267, A. E. Hodgins, 31st  
Aug.,—Fochow via Amoy and Swatow  
29th Aug., Gen.—D. L. & Co.  
E-Sang, Br. s.s., 1,127, W. F. Richard, 30th  
Aug.,—Canton 29th Aug., Gen.—J. M. &  
Co.  
Thyra, Br. s.s., 2,244, A. Bainbridge, 30th Aug.,  
—Moji 23rd Aug., Coal.—B. & Co.

Clearances at the Harbour Office.

Devonport, for Swatow.  
Tak Hing, for West River.  
Larrie, for Saigon.  
Satur, for Kobe.  
Wingchao, for Macao.  
Iha Verde, for Macao.  
Kansu, for Wei-hai-wei.  
Hot Ho, for West River.  
Linton, for West River.  
San Cheong, for Canton.  
Triumph, for Swatow.  
Kwangchow, for Canton.  
Haimun, for Swatow.  
Elizabeth Rickmers, for Bangkok.  
Suzuki, for Singapore.  
Pak Kong, for West River.  
Glenfalch, for Amoy.  
Choyang, for Swatow.  
Wooing, for Fochow.  
Wo Ping, for West River.

Departures.

Aug. 30.  
Leviathan, H.M.S. battleship, for Miss Bay.  
Haimun, for Coast Ports.  
Yochow, for Chinkiang.  
Yedra, for Shanghai.  
Darang, for Singapore.  
Oscar II, for Kutchinotzu.  
Tyden, for Shanghai.  
Sokolo, for Port Angeles, U.S.A.  
Wooing, for Swatow.  
Choyang, for Shanghai.  
Tyr, for Kiban.

Passengers arriving.

Per Haiching, from Coast Ports—Mrs. and  
Master Hodgins, Misses Storr, Hollis, Kohler,  
Mes. H. W. and H. C. Sayer, Vaudelet, and  
110 Chinese.  
Per Rubi, from Manila—Mr. and Mrs. H.  
B. Dinnell, Messrs. E. P. Brias, Ahmet Rum-  
Jah, B. F. Howard, Ed. Kreil, J. M. Loosin, J.  
Delboure, and Mrs. Sternberg, Mr. W. U. Sze,  
Mrs. Ip Sze, Mrs. Wong Tang Sze and child,  
Messrs. Koyama Kumatsu, Koyama Zetaro,  
and 8 Chinese.  
Per Leongnang, for Manila—Messrs. J. De-  
vontport, Alonso Rodriguez, Pleton Davies, Chan  
Tat, Chan Sam Si, Chan Peng Sam, Chan  
Cuan Yew, Chan Cuan Kew, Chan Tean Pang,  
Mak Tsung Ping and Tan Yoo Kam.  
Per Mongolia, from San Francisco—Mr. and  
Mrs. F. P. tone, Mrs. Henry Slade, 2 children  
and servant. From Honolulu—Messrs. L.  
Aloi, Y. Tong Mow, Loo Fong, Wie Wing  
Jong, Mr. and Mrs. L. Chong, eight children  
and two servants. From Yokohama—Miss  
Ethel Phillipier, Messrs. F. Anwaeter, H.  
Sykes, H. W. Slade, Julius Halle, Hong Chock  
and servant, Mr. and Mrs. Hong Quon, four  
children and servant. From Kobe—Messrs.  
H. Schalkopt, A. G. Gordon, Capt. A. H.  
Nottley, Messrs. J. Hill, J. Anderson, J. Chan-  
dler, R. McWilliams, J. McKenchie, A. E. Par-  
tridge, E. T. Cameron, Drs. L. A. Martin and  
De Witt, H. McGrow. From Nagasaki—Mr.  
J. Wallace and Mrs. R. Laurence. From  
Manila—Mr. and Mrs. H. G. Burt, Miss  
Flotina, Mrs. J. H. Blount, Mrs. J. W. Martin,  
Capt. Jas. A. Logan, U.S.A., Major Harry Tay-  
lor, U.S.A., Mr. E. A. Keyes, Mrs. Geo. Ben-  
nett, Messrs. Fredk. K. Ryan, H. Crombie,  
Mrs. Marston, Miss Donnelly, Messrs. R. M.  
Giffilan, H. Kruse, Capt. and Mrs. J. McCarter,  
and 2 children; Mr. F. Jones, Miss T. E. Bur,  
Messrs. Beverly Wilder, Stuart Wilder, G. W.  
Felton, F. P. Shuman, Mrs. J. P. Adams, and  
Mrs. A. L. Sleeper.

Shipping Report.

Str. Tanglin from Bangkok—Strong to mo-  
derate monsoon.

Str. Yuenyang from Manila—Fresh S.W.  
wind, moderate sea, and fine weather.

Str. Rubi from Manila—Strong S.W. wind,  
and high sea to Lat. 20° N., hence moderate  
wind and fine clear weather.

Str. Kamsang from Singapore—Fine wea-  
ther with light S.W. to W. winds, and  
smooth sea throughout the passage.

Str. Onsang from Moji—Fine weather to  
Turnabout, from there to Lamook overcast  
squally with heavy swell, from thence to port  
fine weather.

Str. Hatohing from Fochow, etc.—There  
to Amoy moderate Ely wind and heavy rain,  
thence to Swatow moderate S.E. wind and  
rain, thence to port light S.W. wind, cloudy,  
some rain squalls.

Str. Simongai from Samarang—Reached  
the S.W. monsoon at the south of the Natuna  
island, from 14° N. 112° E. had a very heavy  
wind from W. N.W. N. with low mercury,  
from 10° N. 112° E. had stormy weather, with  
showers of rain from N.E. to E., with unsteady  
lowering mercury, and heavy overcoming sea.

Steamers Expected.

Vessels From Agents Due

China Shanghai P. M. Co. Aug. 31

America Manila N. Y. K. Aug. 31

Japan Singapore P. & O. Co. Sept. 1

Nankin Singapore P. & O. Co. Sept. 1

Palomotta Singapore C. & Co. Sept. 2

Japan Singapore C. & Co. Sept. 2

Tijpana Macassar C. J. J. L. Sept. 6

Aragon Japan P. & A. Co. Sept. 6

Prins Heinrich Colombo M. & Co. Sept. 7

Chingtu Sydney B. & S. Sept. 7

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder at Kowloon Dock.

Killing " "

Sikh " "

Clara Jensen " "

Lothar " "

Chingtu " "

Shawmut " "

Xorax " "

Cosmopolitas " "

Cosmopolitas " "

## Vessels in Port.

Amara, Br. s.s., 1,566, C. J. Mallock, 22nd Aug.,  
—Saigon 17th Aug., Rice and Flour.—J.  
M. & Co.  
Apenrade, Ger. s.s., 611, A. P. Ulderup, 28th  
Aug.,—Alphong 25th Aug., and Holboi  
27th, Gen.—J. & Co.  
Ataka, Br. s.s., 2,393, J. Park, 18th Aug.,—New  
Yo 25th June, Petroleum.—S. O. Co.  
Borneo, Ger. s.s., 2,168, E. Mahle, 23rd Aug.,  
—Sandakan 19th Aug., Timber and Gen.—  
M. & Co.  
Bourbon, Fr. s.s., 997, Antoni, 26th Aug.,  
—Saigon 22nd Aug., Rice—Chinese.  
Brid, Nor. s.s., 645, J. Falkmann, 28th Aug.,  
—Saigon 23rd Aug., Rice and Flour.—  
Hang at.  
Changsha, Br. s.s., 2,300, T. Moore, 15th Aug.,  
—Sydney via Ports 19th July, Gen.—B. &  
S.  
Ching Wo, Br. s.s., 2,517, G. W. Parkinson,  
26th Aug.,—Salina Cruz and Moji 20th  
Aug., Ballast.—C. S. S. Co.  
Chowtai, Ger. s.s., 1,115, H. Textor, 27th Aug.,  
—Bangkok 19th Aug., and Kohichang  
20th, Rice and Wood.—B. & Co.  
Chunyang, Br. s.s., 1,416, R. Cox, 26th Aug.,  
—Saigon 21st Aug., Rice.—J. M. & Co.  
Chwoshan, Br. s.s., 1,281, B. S. Lawlor, 21st  
Aug.,—Manila 18th Aug., Ballast.—B. &  
Co.  
Clara Jensen, Ger. s.s., 1,103, J. Bendixen, 26th  
Aug.,—Moji 18th Aug., Coal.—O. S. K.  
Cranley, Br. s.s., 2,003, W. E. Steele, 22nd  
Aug.,—Yokkaichi 14th Aug., Ballast.—G.  
L. & Co.  
Ecclesia, Br. s.s., 2,385, A. M. Dormand, 23rd  
Aug.,—Philadelphia, U.S.A. 29th June,  
Case Petroleum.—Order.  
Elax, Br. s.s., 2,612, E. S. Baker, 27th Aug.,  
—Singapore and Aru Bay 18th Aug., Oil.—  
Order.  
Elizabeth Rickmers, Ger. s.s., 998, G. Gotsche,  
20th Aug.,—Bangkok 14th Rice.—M. &  
Co.  
Gaea, Nor. s.s., 625, H. Dahl, 26th Aug.,  
—Rajang (Borneo) 17th Aug., Timber.—  
Wing Sing & Co.  
Glenfalch, Br. s.s., 1,434, R. Pentney, 29th  
Aug.,—Singapore 23rd Aug., Gen.—M. &  
Co.  
Hohnstein, Ger. s.s., 1,275, H. Hamer, 22nd  
Aug.,—Saigon 17th Aug., Rice.—Order.  
Hopang, Br. s.s., 1,319, Jas. M. Hay, 22nd  
Aug.,—Java Ports 15th Aug., Sugar.—J.  
M. & Co.  
Ikhel, Br. s.s., 2,905, Robinson, 24th Aug.,  
—Durban 30th July, Ballast.—G. L. & Co.  
Isollary, Nor. s.s., 1,642, R. Christensen,  
26th Aug.,—Pakhol and Holboi 22nd  
Aug., Case Oil.—A. K. & Co.  
Kohichang, Ger. s.s., 1,292, S. Simonsen, 21st  
Aug.,—Bangkok 11th Aug., Rice, Wood  
and Gen.—B. & S.  
Korat, Ger. s.s., 1,098, H. Hirner, 16th Aug.,  
—Singapore 26th July, and Bangkok 9th  
Aug., Gen.—M. & Co.  
Kumsang, Br. s.s., 2,077, E. J. Buller, 29th  
Aug.,—Singapore 23rd Aug., Gen.—J. M. &  
Co.  
Lightning, Br. s.s., 2,122, J. G. Spence, 22nd  
Aug.,—Calcutta 6th Aug., Penang and  
Singapore 17th, Gen.—D. S. & Co., Ltd.  
Madeleine, Rickmers, Ger. s.s., 1,020, L.  
Gurken, 27th Aug.,—Bangkok 21st Aug.,  
Rice.—B. & S.  
Nanshan, Br. s.s., 1,290, E. F. Stovel, 23rd  
Aug.,—Bangkok 18th Aug., Rice.—B. &  
Co.  
Nippon, Aust. s.s., 6,316, D. Mistrorigo, 28th  
Aug.,—Shanghai 24th Aug., Gen.—S. W. &  
Co.  
Nymantia, Ger. s.s., 2,303, H. Brehmer, 26th  
Aug.,—Singapore 20th Aug., Gen.—H. A.  
L.  
Prometheus, Nor. s.s., 1,024, H. Lersbryggen,  
21st Aug.,—Bangkok 14th Aug., Rice.—  
Yuen Fat Hong.  
Scandia, Ger. s.s., 1,335, Behrens, 24th Aug.,  
—Hamburg and Singapore 19th Aug., Gen.—  
H. A. L.  
Setun, Nor. s.s., 865, E. Fingelsen, 26th Aug.,  
—Manila 20th Aug., Ballast.—Order.  
Shantung, Br. s.s., 1,837, J. Manach, 8th Aug.,  
—Java Ports 30th July, Gen.—B. & S.  
Shawmut, Am. s.s., 9,604, W. M. Smith, 22nd  
Aug.,—Tacoma 18th July, Gen.—D. & Co.,  
Ltd.  
Signal, Ger. s.s., 997, A. Bendixen, 26th Aug.,  
—Sourab 14th Aug., Sugar and  
Molasses.—J. & Co.  
Sikh, Br. s.s., 3,216, James Rowley, 6th July—  
New York 4th May, Gen. and Case Oil.—  
D. & Co. Ltd.  
Simongai, Br. s.s., 1,202, J. van Tol, 27th  
Aug.,—Samarang (Java) 14th Aug., Sugar  
and Gen.—Yuen Fat Hong.  
Spezia, Ger. s.s., 4,148, M. Milslof, 28th Aug.,  
—Hamburg and Kelong 26th Aug., Gen.—  
ann Tea.—H. A. L.  
Sungkiang, Br. s.s., 1,021, J. Robison, 24th  
Aug.,—Manila 21st Aug., Gen.—B. & S.  
Tanglin, Ger. s.s., 1,280, F. Leuss, 29th Aug.,  
—Bangkok and Kohichang 22nd Aug.,  
Rice and Gen.—B. & S.  
Tea, Br. s.s., 1,346, A. Somerville, 26th Aug.,  
—Manila 23rd Aug., Gen.—H. & S.  
Telemachus, Br. s.s., 1,340, J. Williamson, 28th  
Aug.,—Saigon 24th Aug., Meal, &c.—Wo  
Fat Sing.  
Triumph, Ger. s.s., 769, A. Hansen, 26th Aug.,  
—Fochow via Amoy and Swatow 26th  
Aug., Gen.—J. & Co.  
Trocas, Br. s.s., 2,657, F. G. M. Philippa, 27th  
Aug.,—Palembang, Sumatra 17th Aug.,  
Petroleum.—A. K. & Co.  
Unley, Nor. s.s., 939, Hansen, 24th Aug.,—  
Rangoon 12th Aug., Oil—Chinese.  
Yuenyang, Br. s.s., 1,128, T. M. Meyrick, 29th  
Aug.,—Manila 26th Aug., Gen.—J. M. &  
Co.

Sailing Vessels.

Eclipse, Br. ship, 2,978, J. McBrady, 10th May,  
—New York 10th Dec. 1903, Case Oil.—  
S. O. Co.  
E. B. Sutton, Am. ship, 1,639, Johnson, 19th  
July,—Chefoo 20th June, Ballast.—Order.  
Evie T. Ray, Am. bq., 918, Katten, 6th Aug.,  
—Manila 20th June, Timber.—Order.  
Kentmore, Br. bq., 3,334, Burch, 14th June—  
New York 29th Jan., Kerosine.—S. O. Co.  
Queen Elizabeth, Br. ship, 1,700, C. E. Fulton,  
21st Aug.,—New York 19th April, Kerosine  
Oil.—S. O. Co.  
Troparg, Br. bq., 940, A. Hutton, 18th May,  
—Framantus 23rd May, Sandalwood—  
Gilman & Co.

Ships Passed the Canal.

Outward—3rd August—Bulwien, Dant  
6th August—Japan, Telemachus, 9th August  
—Eidwood, Ambria, Balfour, Alexandria,  
Seneca, 13th August—Patricius, Heathcliff,  
Savila, Malacca, Barotia, 17th August—  
Bavaria, 19th August—Malia, Inverie,  
Ping Suay, 23rd August—Indrapura, Ayala,  
Kinkuch, Manila, Sackin, Kwangsi, 27th  
August—Achille, Diana, Princess Marie,  
Salasia, Helian, Indrapura, Kenabes.

Homeward—9th August—Tritia, Ben-  
clouch, 13th August—Candia, 19th August—  
Prometheus, Nürnberg, 23rd August—Rich-  
mond Castle, 17th August—Sardania.

Arrivals at Home—9th August—Savila,  
Bavaria, Himalaya, Komowichka, Geo-  
mannon, 13th August—Yarra, Maly, Sep-  
tila, 19th August—Glenarri, Glenarri,  
City, 23rd August—Roon, Saluma, Yang  
Tusa, 27th August—Tonkin.

## Port Office.

In future, there will be one delivery of  
correspondence each day on week days only  
in Shanghai, leaving General Post Office at  
11.15 a.m. and 1.15 p.m. respectively.  
Fillar Boxes at Arsenal Street and Percival  
Street will in future be cleared four times a  
day as under:  
Percival Street  
8 a.m.—11 a.m.  
12 p.m.—5 p.m.  
8.5 a.m.—1.5 a.m.  
1.25 p.m.—5.5 p.m.

A Mail will close for—

Canton—Per Kishan, 31st Aug., 7.30 a.m.  
Bangkok—Per Elizabeth Rickmers, 31st  
Aug., 9 a.m.

Swatow, Amoy and Fochow—Per Triumph,  
31st Aug., 9 a.m.

Macao—Per Hongshan, 31st Aug., 1.15 p.m.  
Swatow, Chefoo and Tientsin—Per E-Sang,  
31st Aug., 3 p.m.

Saigon—Per Amara, 31st Aug., 3 p.m.  
Yokohama—Per Numanita, 31st Aug., 3 p.m.  
Manila—Per Tuan, 31st Aug., 4 p.m.

Swatow—Per Chunshan, 31st Aug., 5 p.m.  
Kongmoon, Kunchuk and Samshui—Per  
Tak Hing, 31st Aug., 5 p.m.

Namtao—Per Takshun, 31st Aug., 5 p.m.  
Sanbus—Per Hot Fu, 31st Aug., 5 p.m.

Macao—Per Wingchao, 31st Aug., 5 p.m.  
Canton—Per Fatsan, 31st Aug., 5 p.m.

Canton—Per Fatsan, 1st Sept., 7.30 a.m.  
Manila—Per Legaspi, 1st Sept., 9 a.m.

Swatow, Amoy and Fochow—Per Hatohing,  
1st Sept., 11 a.m.

Macao—Per Hongshan, 1st Sept., 1.15 p.m.  
Singapore, Penang and Calcutta—Per  
Lightning, 1st Sept., 2 p.m.

Samshui, Shihing, Takshing and Wachow—  
Per Samshui, 1st Sept., 4 p.m.

Holboi and Halphong—Per Apenrade, 1st  
Sept., 5 p.m.

Canton—Per Honam, 1st Sept., 5 p.m.  
Kongmoon, and Kunchuk—Per Lintan, 1st  
Sept., 5 p.m.

Namtao—Per Takshun, 1st Sept., 5 p.m.  
Sanbus—Per Hot Fu, 1st Sept., 5 p.m.

Macao—Per Wingchao, 1st Sept., 5 p.m.  
Canton—Per Fatsan, 2nd Sept., 7.30 a.m.

Bangkok—Per Kohichang, 2nd Sept., 11 a.m.  
Macao—Per Hongshan, 2nd Sept., 1.15 p.m.

Batavia, Samarang, Sourabaya and Macassar—  
Per Tifallop, 2nd Sept., 3 p.m.

Manila—Per Yuenyang, 2nd Sept., 3 p.m.  
Cebu and Holio—Per Sungkiang, 2nd Sept.,  
4 p.m.

Kobe—Per Changsha, 2nd Sept., 4 p.m.  
Canton—Per Bangkok, 2nd Sept., 5 p.m.

Kongmoon, Kunchuk and Samshui—Per  
Tak Hing, 2nd Sept., 5 p.m.

Namtao—Per Takshun, 2nd Sept., 5 p.m.  
Sanbus—Per Hot Fu, 2nd Sept., 5 p.m.

Macao—Per Wingchao, 2nd Sept., 5 p.m.  
Canton—Per Honam, 2nd Sept., 7.30 a.m.

Manila—Per Rubi, 3rd Sept., 9 a.m.  
Amoy, Shanghai, Nagasaki, Kobe, Yokohama,  
Honolulu and San Francisco—Per Mongolia,  
3rd Sept., 11 a.m.

Macao—Per Hongshan, 3rd Sept., 1.15 p.m.  
Shanghai, Tientsin and Chemulpo—Per  
Lycamoon, 3rd Sept., 4 p.m.

Namtao—Per Takshun, 3rd Sept., 5 p.m.  
Sanbus—Per Hot Fu, 3rd Sept., 5 p.m.

Macao—Per Wingchao, 3rd Sept., 5 p.m.  
Durban, Port London, Port Elizabeth and  
Cape Town—Per Lohian, 5th Sept., 11 a.m.

Amoy, Straits and Rangoon—Per Palam-  
volta, 5th Sept., 5 p.m.

Swatow, Sandakan and Kudat—Per Borneo,  
6th Sept., 8 a.m.

Europe, &c., India, via Tuticorin—Per  
Manche, 6th Sept., 11 a.m.

Singapore, Penang and Bombay—Per Ischia,  
10th Sept., 10 a.m.

Europe, &c., India, via Tuticorin—Per  
Chyran, 10th Sept., 11 a.m.

Port Darwin, Thursday Island, Cooktown,  
Cairns, Townsville, Brisbane, Sydney and  
Melbourne—Per Changsha, 13th Sept., 4 p.m.



## Intimation.

# CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,  
AND  
GENERAL STOREKEEPERS,  
(SUCCESSORS TO G. GIRAULT)  
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the  
French Mail Steamer *Oceanien*

## THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*) ..... \$0.80 per lb.  
EYSEN CHEESE in Tins ..... 0.75 the tin.  
GOUDA CHEESE (Edam) ..... 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.  
STRAWBERRIES in JUICE ..... Per Bottle \$1.50  
CHERRIES " " " " " " 1.50  
ASSORTED FRUIT " " " " " " 1.50  
CHERRIES in BRANDY " " " " " " 1.75  
APRICOTS " " " " " " 1.75  
PLUMS " " " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

## ARQUEBUSADE WATER

OF THE  
HERMITAGE OF THE MARIST BROTHERS;  
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

## USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

## PRICE:

The Litre ..... \$5.00  
The Half-Litre ..... 2.50

## CHAZALON &amp; CO.,

Sole Agents for Hongkong, China and Japan.

## SOLUTION OF BI-PHOSPHATE OF LIME

(Medicinal) of the MARIST BROTHERS.

It is employed with much success in chronic bronchitis, inveterated catarrhs, consumption, scrofula, the softening and caries of bones, and generally all sickness whose cause is in the poverty of blood and the weak state of the digestive organs.

Numerous testimonials from Physicians, letters of congratulation.

An explanatory note accompanies each bottle.

The Litre ..... \$5.00  
The Half-Litre ..... 3.00

(Discount according to importance of orders.)

Hongkong, 29th August, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTER. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16	6 1/2 %	\$650
National Bank of China, Limited	4,453,750	£10	£8	\$7,000,000	\$21,668	\$16.41 for first half-year 1904	5 1/2 %	London £66 1/2
Do. (Founders)		£1	£1	\$175,533		\$2 (London 3/6) for 1903		\$38 buyers
<b>MARINE INSURANCES.</b>								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,059,926	\$32 for 1902	5 1/2 %	\$575 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$509,143	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$63
North China Insurance Company, Limited	10,000	£15	£5	\$784,415	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$906,872	\$186,284	\$12 for 1903	9 1/2 %	\$135
Canton Insurance Office, Limited	10,000	\$250	\$50	\$900,000	\$110,551	\$15 for 1902	7 1/2 %	\$210 buyers
<b>FIRE INSURANCES.</b>								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,151,992	\$371,110	\$12 1/2 for 1902	7 1/2 %	\$315 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$331,342	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
<b>SHIPPING, TUG AND CARGO BOATS.</b>								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$122,138	\$16,362	\$14 for first half-year 1904	10 1/2 %	\$29
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$157,555	£5,853	10/- for 1903	5 %	\$117 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$205,000	Dr. \$63,123	\$5 for 1900		\$26 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$18,000	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	5 1/2 %	\$40 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$15,000	\$33,648	\$5 for 2nd 1/2-year making \$15 for 1903	8 1/2 %	\$155 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	24/- buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	\$130,153	Tls. 865	Interim of Tls. 1 1/4 for 1904	10 1/2 %	Tls. 30 sellers
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 55,541	Final of {Tls. 2 1/4 making Tls. 4 1/4}	9 1/2 %	Tls. 47 buyers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904		\$107 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/4 for year ending 30.9.03	4 1/2 %	Tls. 60
<b>MINING.</b>								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{Fcs. 251,337 Fcs. 1,529,652}	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	50,000	£1	18/10	£1,873	Dr. £7,236	No. 12 of 1/-		\$6 1/2 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6 sales
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$15,500	\$505,471	{ \$6 dividend and \$2 bonus for first half-year 1904 }	7 1/2 %	\$226 sellers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	7 1/2 %	Tls. 172 1/2 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$250
Riley Hargreaves & Co., Limited (Preference)	6,000	\$100	\$100	\$150,000	\$40,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$200 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$7 dividend	6 1/2 %	\$110
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	\$38,015	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	{Tls. 487,213 Tls. 50,913}	Tls. 22,895	Final of \$1 1/4 making \$5 for 1903	4 1/2 %	\$115 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Interim of Tls. 4 for 1904	7 1/2 %	Tls. 155 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
<b>LANDS, HOTELS &amp; BUILDING.</b>								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	\$14 for 1903	4 1/2 %	\$27 1/2
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{Tls. 800,000 Tls. 150,000 Tls. 17,144}	Tls. 37,634	Interim of \$6 for 1904	8 %	\$153 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	£636	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$30 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 1
West Point Building Company, Limited	12,500	\$100	\$100	none	\$1,362	Interim of \$1 1/4 for 1904	5 %	\$61 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$11,824 \$20,000 }	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$130 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	\$22,500	\$16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$24 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	6 1/2 %	Tls. 44 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	\$1,689	First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	Tls. 25	Tls. 25	none	Dr. Tls. 2,132	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	\$99,177	Interim of Tls. 3 1/2	7 1/2 %	Tls. 40 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,607 \$50,000 }		90 cents for 1903	7 1/2 %	\$13 sellers
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 24 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the year ending 31.7.03 }	6 1/2 %	\$14 1/2 sellers
<b>CIGARS AND TOBACCO COS.</b>								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{Tls. 24,820 Tls. 25,000}	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 65 sales
Alhambra, Limited	300	\$200	\$200	\$43,000	\$57	\$25 for year ending 30.6.1900		\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year		\$9 1/2
<b>MISCELLANEOUS.</b>								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$3 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 1/2 sales
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	6 1/2 %	\$15 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	11 1/2 %	\$0 1/2
Singapore Dispensary, Limited	600	\$10	\$10	\$6,000	\$800	\$5 for year ended 31.7.1903	7 1/2 %	\$0 1/2
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$0 1/2
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	{ \$1.00 50 cents } for year ending 30.4.1904	6 1/2 %	\$0 1/2
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £23,109 £3,000 £10,000 £108,172 }	£7,625	£1 div. and 2/- bonus for 1903		\$160 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,548	Interim of Tls. 3 1/4 for 1904	9 %	Tls. 95 sales
Shanghai Waterworks Company, Limited	7,100	£20	£20	Tls. 15,259	Tls. 7,369	Interim of 15/- for 1904	7 1/2 %	Tls. 395 sales
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	none	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	Tls. 140 sellers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		Tls. 120 sellers
Hall & Hollis, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 1/4 making \$3 1/4 for 1903	11 1/2 %	\$31 buyers
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Final of \$7 making \$12 for year end. 29.2.04	9 1/2 %	\$130 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$180 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$35,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$200 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	6 1/2 %	\$16 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$30,000	\$4,283	\$2 1/2 for second half year 1903	7 1/2 %	\$180 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$20,000	\$2,222	\$20 for year ending 30.11.1903	2 1/2 %	\$20 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$55,000	\$2,222	\$2 for year ending 31.7.1903	2 1/2 %	\$37 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	£161	\$4 per share for 1903	5 1/2 %	\$5 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$189	{ 90 cents 20 pence } for year ended 31.5.1904	6 1/2 %	\$0 1/2
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	\$189		10 1/2 %	\$160 buyers